

# small air forces observer

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October 2003

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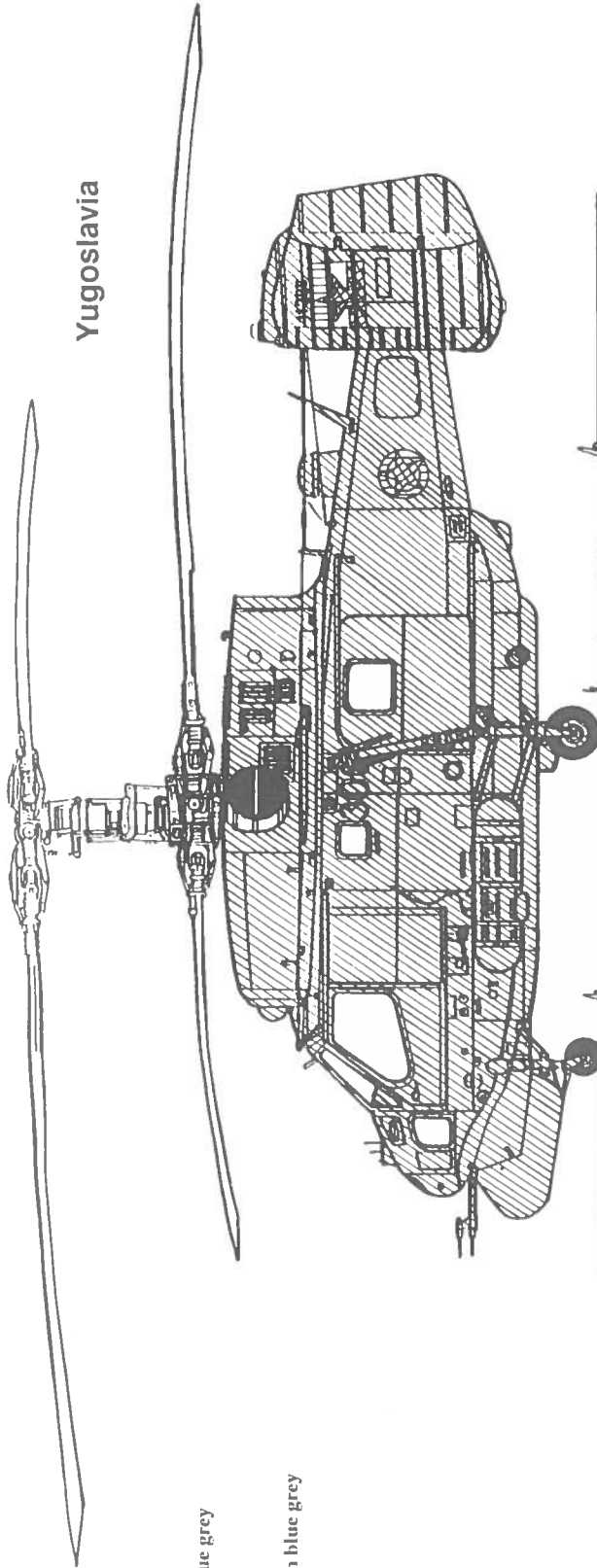
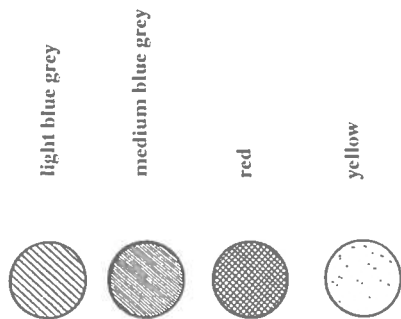
Uruguayan Fairchild PT-19 & Grumman Avenger  
Fuerza Aerea Mexicana Air Order of Battle  
Yugoslav & North Vietnam Kamov Ka-25  
Czech Aircraft in Foreign Service  
Philippine & Guatemalan PT-17  
Portuguese & French Epsilons  
Flettner Rotor Aircraft  
Brazilian Sikorsky S-55  
Rhodesian Vampires

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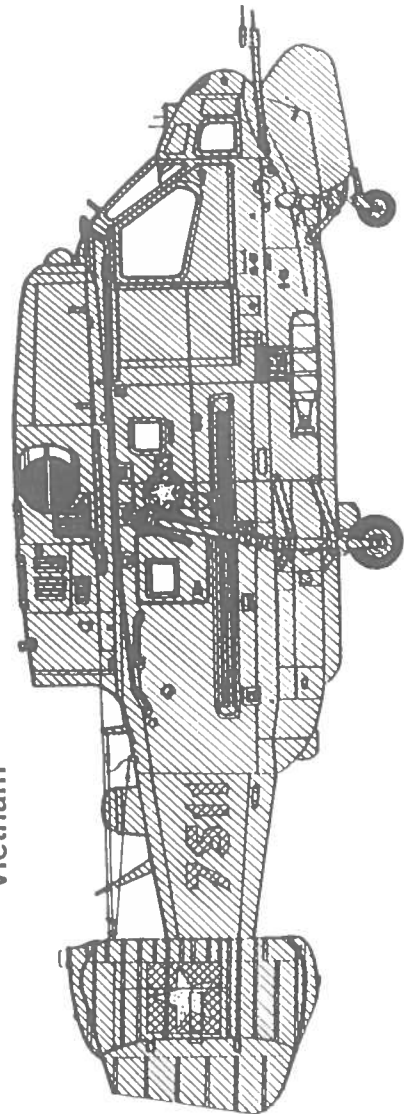
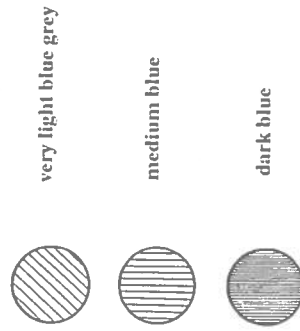
October 2003

# Kamov Ka-25 Bsh Hormone A

Yugoslavia



Vietnam



Hubert Cance (SAFCH #809)

# SMALL AIR FORCES OBSERVER

## The Newsletter of the Small Air Forces Clearing House

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**TRANSLATION SERVICE:** The following people have offered their services in translating articles for publication in SAFO: Inigo Artamendi (Spanish); Igor Gordelanov (Russian, Ukrainian, Byelorussian, Bulgarian, Polish, & Czech); Yoshihiro Aoyama (Japanese). If you need help translating material for a SAFO article, contact the editorial office and I'll give the address of an ap-

propriate translator.

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**SAFCH WEB SITE:** See SAFO photos in color and chat with members at [www.bartoli.com/safo](http://www.bartoli.com/safo)

**COVER COMMENTS:** The photo on the front cover shows a Westland WS-55 Sr3A in the markings of the Brazilian Aviacao Naval. (photo via Antonio Linhares). For the complete story of the Sikorsky S-55 in Brazilian service see the article that begins on page 43. The photos on the back cover show three Uruguayan Grumman Avengers and a Uruguayan Fairchild PT-19 (photos Nery Mendiburu via Gary Kuhn). Drawings of these aircraft appear on pages 56-57.

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## AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2-03 (28 pages) "The NA-16 Series" (Part II) 9 pages including 9 photos, 12 side-view drawings (France, China, RAAF, RAF, RNZAF, SAAF, Brazil, & Canada), Wirraway camouflage diagram, and 2 pages of drawings showing variations in fuselage and wing configurations. "Air America: C-46 Commando" 3 pages including list of all Air America's C-46 and 3 side-view drawings. "Cannon Armed Hurricanes in the Battle of Britain" 2 pages including 2 photos of the model. "Netherlands East Indies 1941-1942" 2 pages including 4 side-view drawings [Buffalo (2) & Curtiss Hawk 75 (2)]. "Even More Hurricanes" 2 pages including list of s/n's of Hurricanes delivered to the Dutch East Indies and a side-view drawing. "Arctic Skyvan" a side-view drawing. "HMAS Vampire" 5 pages including side-view drawing and 7 photos.

## AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldf. 18/214, A-1160 Wien. Write for free sample.) 2/03 (40 pages) "Osterreich (und) Ungarn's Fokker D.VII" 10 pages including 9 photos and two 1/72-scale 3-view drawings (one Luftfahrttruppen 1914-18 and 2 Ungarische Roterepublik 1919). "Pflugsflug 1936" 5 pages including 7 photos and table of aircraft attending 'fly in'. "KuK-Flieger im Einsatz" 4 pages including one photo and one side-view drawings (Lohner-Flugboot L 67). "Erste BII-Hercules gelandet" 3 pages with one color and 2 b&w photos and a color side-view drawing of Austrian AF C-130. "Sikorsky S-70A-42 Black Hawk" a table of Austrian AF serials, etc. "Lohner Type AA-2 Umbau" a one-page color side-view drawing.

## BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; International Postal Money Order for \$30 for 4 issues. #125 2/2002 (36 pages) "De Havilland Mosquito" 9 pages including 31 photos of aircraft in a Belgian museum. "Mosquito Tamiya 1/48<sup>eme</sup>" one page with 9 photos of the model. "Mosquito Airfix 1/48<sup>eme</sup>" 2 pages including 2 photos of the model and 4 photos of Belgian Mosquitoes. "Spitfire sur flotteurs" 4 pages with one photo of the model. "F-14 Tomcat 1/32 de Tamiya" 3 pages including 2 photos of the model and 9 photos of the aircraft. #126 3/2002 (36 pages) "La Marine Corps Air-ground Museum" 4 pages including 21 photos. "Hawker Siddeley Buccaneer S2B de la RAF" 3 pages including 4 photos of the model and 7 photos of the aircraft. "Mon Farman" 2 pages including 4 photos of the model. "Le P-400 au 1/72<sup>eme</sup>" one page including 3 photos of the model in Soviet markings. "30 Years C-130" one page with 3 color photos of BAF C-130. #127 4/2002 (36 pages) "Spitfire sur flotteurs addendum" 3 pages including 4 photos of the model and 4 3-view drawings showing the differences between versions and their camouflage patterns. "BAc 146 & Avro RJ" 6 pages including 22 photos and 5 color side-view drawings. "BAc-146 au 1/144 de Revell" 5 pages including 7 photos of the model, 13 photos of the aircraft, a 3-view scale drawing, and 4 side-view drawings showing differences in the variants. "Gloster Gladiator Mk I" 3 pages on

building the 1/48-scale Roden kit including 8 photos of the model. "Nieuport-Delage 29 au 1/72<sup>e</sup>" one page on building the Choroszy kit including one photo each of the model and the aircraft both in Swedish markings.

#128 1/2003 (36 pages) "Typhoon: A more violent Hurricane" 9 pages including 16 photos of the model and 5 b&w photos and 3 color photos of the aircraft. "Grumman F8F-2B Bearcat" 5 pages including 3 photos of the model and 13 photos of the aircraft. "Fairley Fox" 2 pages on building the 1/48-scale resin kit including 10 photos of the model.

## BRAZIL

REVISTA (IPMS Brazil, Rua Lucidio Lago, 457/206 Meier - Rio de Janeiro, CEP 20.780-020) E-mail: ipmsbrasil@icg.com.br

#105 Marco 2003 (16 pages) "Aeromarine 40" 2 pages including one photo and a scale 3-view drawing. "Curtiss Fledgling" one page with a scale 3-view drawing of the Aviacao Militar 'K263' in an elegant yellow and orange color scheme.

#106 Junho 2003 (16 pages) "Alberto Santos-Dumont: Marechal do Ar" 8 pages including a 2 page 1/50-scale multi-view drawing of 14bis, 'the aircraft in which, on October 23 1906, Santos-Dumont made the first heavier-than-air, powered, man-carrying flight in Europe'. "Avro 504" 2 pages including a full-page 3-view scale drawing of a 504 on floats. "Lockheed 12A" a one-page multi-view scale drawings of 'DA-02' of the Diretoria da Aeronautica 1937-1941.

## CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

28/1 (24 pages) "Is Hasegawa's 1/48 Nakajima Saiun from Heaven?" 4 pages including 7 photos of the model. "Building a Harvard Mk.II from the Modelcraft Canada/Ocidental 1/48-scale Harvard Mk.4 Kit" 4 pages including 4 photos of the model (2 in color).

28/2 (24 pages) "The Tamiya P-47D Straight Out-of-the-Box" 3 pages including one color and 4 b&w photos of the model. "Luftwaffe MiG 29s at Maple Flag 2000" one page with 3 photos. "Detailing the Hobbycraft YP-59 in 1/48 Scale" 6 pages including 3 color and 7 b&w photos of the model.

## DENMARK

NYT (IPMS Denmark, c/o Lars Seifert-Thorsen, Guldregnvej 4, 4600 Koge. 4 issues for 260 DKR). Each issue includes a two-page English summary. Web: www.ipms.dk

#95 (40 pages) "Danish Dynamite in the Air" 4 pages including one color and b&w photos and side- and top-view drawings of specially painted Danish Draken. Color photos: Pakistan C-130II 'G-1114' & Saab T-17 Supporter '62', and Afghan An-32 '348'. [Ed: The Afghan aircraft, photographed after the US invasion, carries the 'triangular' nation insignia.

#96 (40 pages) "MiG-15 at Bornholm" 3 pages with 4 photos of the Polish MiG-15 that defected to Denmark in 1953. "Polikarpov R-5" 2 pages including 2 photos (Spanish & Soviet) and a small 3-view drawing. Color photos: Danish PBV-5A 'L-861' and Dutch Alouette III 'A-343'.

#67 (40 pages) "Fairley Firefly T1.Mk1 in RDAF Service" 7 pages including 4 photos and a 4-view scale drawing. "Open Door: Vaerlose Air Base" 7 pages with 7 color photos (Estonian An-2, Dutch

PC-9, 'Patrouille de France', Polish TS-11 Iskra, Turkish F4E, RAF Canberra PR.9, & Italian F-104S) and 7 b&w photos (German MiG-29, Danish Harvard, USAAF A-10, & Swedish Hunter). "Vautour" 2 pages including 4 photos (French).

## ENGLAND

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. E-Mail: david.jcgg@lineone.net)

#53 May 2003 (24 pages) "Progress with our New PBV" 3 pages including 3 photos. "FP216: The Cutaway Catalina" 2 pages including 3 photos. "The Gun Tower Museum: Pembroke Dock" one page including one photo. "Katie - Jim Park's Catalina" 2 pages including one photo of a WWII PBV deteriorating on Diego Garcia. "Catalinas in the Bay of Bengal" 3 pages on the use of two PBV for seismic exploration for oil, including 4 photos. "The Last Flight of Catalina Z2148" one page including one photo. All the usual departments: "Cat Letters", "Feedback", "Cat Contact", "Reviews", and "World Catalina News" including 7 photos.

MUSHROOM MODEL MAGAZINE (Roger Wallsgrove, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. £3.95 each.. (North American subscription agent: Wise Owl Publications, 5150 Candlewood St., Suite #1, Lakewood, CA 90712-1900. \$32.00. E-mail: info@wiseowlmagazines.com.

6/3 (28 pages) "Avia BII-33E SHS in Yugoslav Service" 8 pages including 10 photos, 4 side-view drawing, and two 3-view drawings (Yugoslav & Croatian). "Dornier Do-24" 5 pages 11 photos, list of differences between versions for the modeler, and 5 side-view drawings [Luftwaffe (2), Spain, Netherlands East Indies, & French]. "Bothersome Blenheims" 4 pages of reviews of the various model kits all of which have errors in shape. "Foreign Gladiator Decals" one-page review of Mike Grant's decals with markings for Latvia, Lithuanian, Egyptian, Greek, & Luftwaffe machines. Available in both 1/72 and 1/48 scale.

7/1 (28 pages) "Hellenic Battles" 4 pages including 13 photos and 2 color side-view drawings. "Air operations over Yugoslavia: 1944-45" 5 pages including a map showing zones of occupation, 3 tables (Ground Forces, Allied Air Forces, & Axis Air Forces), 3 photos, and 4 side-view drawings [Hurricane (Yugoslav & RAF) & Fiat G.50 (Yugoslav & Croatian)]. "Red Star Claude" 2 pages on modeling the ASM2 in Soviet marking including 5 photos of the model. "Hampton Reborn" 2 pages with 14 photos. Reviews include one on the Azur kit of the Martin Maryland with 2 photos and a color side-view drawing.

7/3 (28 pages) "Photo Finish - Building RB-45C" 2 pages including 8 photos of the model. "The Hellenic Henschels" 6 photo of the Greek aircraft, drawings of the camouflage pattern and cockpit interior, and 5 photos of the model. "Mirage in Blue(s)" one page with 7 color photos of RAAF Mirage IIIO in experimental 3-tone blue camouflage. "A Modeler's Evolution" 2 pages on building a 1/72 scale Battle of Britain Hurricane including 9 photos.

7/4 (28 pages) See complete review in the 'Magazine' section of this issue of SAFO.

SWEDISH AIRFORCE SIG (Harold Rowell, 80 Cambridge Ave., Marton, Middlesbrough,

Cleveland, TS7 8EG, England. E-mail: pauline.rowell@ntlworld.com. Subscription £4.00 UK, £6.00 Europe, £9.00 USA.

#44 Summer 2003 (20 pages) "Junkers Ju 86Z - 7 Tp 9" page of text. "Junkers Ju 86K B3" one page of text. "A Curious Story" of text. "When the Second World War came to Back: A dramatic memory from childhood" 5- pages of text plus a 4-page reprint of the original articles in Swedish with 4 poorly-reproduced photos. "Sweden's first domestic line Porjus - Suorva" 2- pages of text plus a 2-page reprint of the original article in Swedish with 5 poorly-reproduced photos.

## FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English.

#148-149, 2/2003 (32 pages) "Kuinka rakensin mallin MT-402" 2 pages including 3 photos of a model of MT-402 with special markings. "Fokker D.XXI" 5 pages including 6 color and 9 b&w photos of details of Finnish D.XXI

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Jakomaentie 8bC 300, FIN-00770 Helsinki. Subscription: Europe \$25, elsewhere \$30; Payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

2/2003 (24 pages) "Gloster Gamecock II" (Part 1) five pages on the first Gamecock (GL-38) being tested in Finland against the indigenous 'Haukka' HA-39, including 5 photos. "Avro 626" 2 pages on G-ABRK being tested (and rejected) in Finland, including 3 photos. "OH-RIM" 3 pages on the Fairchild Model 24D De Luxe impressed into FAF service as FD-1, including one photo and multi-view scale drawings. "Finnish Aircraft Procurement from Germany 1940-44" (Part 1) 7 pages including 6 photos. "Night Fighter Operations 1943-54" (Part 3) 3 pages including one photos. "Squadron 32 (LeLV 32) in Action 1940-42" (Part 2) 2 pages including one photo (Hurricane).

## FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#122 Mai 2003 (62 pages) "Courrier des lecteurs" 7 pages including color 2-view drawing of Bleriot Spad 52 and 16 photos (Carmier T-10, Breguet 271, Levy-Besson hydro-triplane, Hanriot HD 14, Avro C.30, and other aircraft). "Une legende japonaise: Tateo Kato" 8 pages including 15 photos, color 3-view drawings of his Ki-10 and Ki-43, and a color cover painting of his Oscar in combat with an RAF Hurricane. "Gil, un vrai chien de chasse" 4 pages including 7 photos and 2 color side-view drawings (Romanian Bf 109s). "Les as de la Luftwaffe: Wolfdieter Huy" 12 pages including 24 photos, list of victories, and 4 color side-view drawings (Bf 109s). "Jean Mary Accart, maitre de la chasse francaise" 10 pages including 21 photos, plus a 2-page poster insert of Spitfire '2Y-A'. "Focke-Wulf 189 sur le Front de l'Est" 5 pages including 11 photos and a color 2-view drawing. "Les Aero A-101 en Espagne" 11 pages including 25 pages and 3 color side-view drawings. "L'Armstrong Whitworth Siskin Mk IIIA d'Aeroclub Models au 1/48<sup>th</sup>" 5 pages including 11 photos of the model.

#123 Juin 2003 (62 pages) "Le Hawker Hart en Suede" (Part 1) 8 pages including 15 photos, 3 color

side-view drawings, and a color cover painting of a Finnish Hart in action. "Juin 1940: De mysterieux chasseurs polonaise en France" 4 pages including 9 photos and 2 color side-view drawings (MS 406 and Caudron-Renault CR 714). "Polikarpov I-15bis" 10 pages including 15 photos (3 in color) and 6 color side-view drawings. "Jean Mary Accart, maitre de la chasse francaise" 10 pages including 25 photos, and victory list. "Luftwansa durant la seconde guerre mondiale" 12 pages including 26 photos and 4 color side-view drawings [Ju 90 (3) and Bloch 220]. "Le Dornier Do-Y en Yougoslavie" 11 pages an ugly 3-motor bomber [Ed: I love it.] including 21 photos, a color 3-view drawing, and a 2-page 4-view 1/144-scale drawing.

#124 Juillet 2003 (78 pages) "Helmut Wick" 13 pages including 29 photos, 4 color side-view drawings (Bf 109) and a 3-page poster with a color 3-view (Bf 109). "Jan Zumbach" 13 pages including 25 photos 6 color side-view drawings [Hurricane (3), Spitfire (2), & Mustang]. "Isamu Kashiide" 7 pages including 12 photos and 2 color side-view drawings [Ki-27 & Ki-45 (with top view)], "Stoyan Stoyanov" 12 pages including 26 photos and 4 color side-view drawings (Bulgarian Bf 109). "Kirill Yevstigneiev" 11 pages including 14 photos and 4 color side-view drawings (La-5). "Rene Pelissier" 8 pages including 11 photos and a color 3-view drawing (Spad VII). "Maquette: Le Spitfire Mk XIV de Fujimi" 5 pages including 12 photos of model.

#125 Aout 2002 (62 pages) "50 ans de panache pour la Patrouille de France" 20 pages including 43 photos, 10 color side-view drawings [Ouragan (4), Mystere IV (2), Magister (2)], Alpha Jet (1), & F-84G (1)], 12 color photos of badges and posters, color cover painting, and table of performances. "La Hawker Hark en Suede" 8 pages including 15 photos, 2 color side-view drawings, 2 pages of multi-view 1/72-scale drawings, and a 2-page cutaway drawing. "Une grue dans la tempeste: 1945" 11 pages including 26 photos of Luftwaffe aircraft in the last year of the war. "Polikarpov I-15bis" 7 pages including 14 photos and 4 color side-view drawings [Spain (3) and China]. "Le Dornier Do-Y en Yougoslavie" 8 pages including 17 photos and a color 2-view drawing.

#126 Septembre 2003 (64 pages) "Robert Tharp Smith" 14 pages on the Flying Tigers including 20 photos, a 3-view color drawing of Smith's P-40C '77', a color cover painting, and a fold-out color painting of P-40C '47' 3<sup>rd</sup> Squadron, AVG, Kunming, China, June 1942. "Le Spad 510" 11 pages including 22 photos and a page of sketches of details. "7/LG2: Le Diable en rit encore" 10 pages including 27 photos (mostly Me 110, but one Do 17F in Condor Legion markings and aircraft wreckage on a Greek airfield (Avro 504, Avro 262, and Avro Anson). "Dornier Do-Ym" 2 pages of multi-view 1/100-scale drawings. "Polikarpov I-15bis" 9 pages including 19 photos (7 of I-15bis in Finnish markings) and 3 color side-view drawings [Soviet (2) & Finnish]. One of the photos is of a Chinese aircraft s/n 'P-8053' identified in the caption as a Chung 28 "a copy of the I-15bis built by the #1 Aviation Factory at Guiyang with pieces from a Curtiss Hawk III, a Wright-Cyclone SR-1820-I-53 engine of 712 hp, a 3-bladed ground-adjustable Hamilton-Standard propeller, and low-pressure tires. [Ed: I hope I didn't do too much damage in my translation from the French.] "L'Ansaldo A.1 'Balilla' de Hit Kit au 1/72<sup>nd</sup>" 5 pages including 8 color photos of the model in Italian markings (St. George Slaying the Dragon personal insignia) and 8 color side-view drawings [4 with Italian roundels (St. George), one at Wright Field, 2 as demonstrated in Poland, but still in Italian roundels], 3 carrying Polish chessboards, and one in

Latvian markings].

## GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

2/2003 (40 pages) Nothing of small-air-force interest.

## ITALY

AERO FAN Storia di Italiane. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#85 Apr.-Giu.2003 (68 pages) "The Italian 'Storches'" 10 pages including 9 photos of the Avis C.4 and a 3-view drawing of the Caproni-Predappio. "Ludovico Montegani: Breda Test Pilot" 6 pages including 8 photos [Ca.3 SVA 5, & Pensuti Triplane (5)]. "Italian Macchi Fighters in Luftwaffe II/JG 77" 9 pages including 13 photos. "Sardinian Flyers: The career of generale Pinna Parpaglia" 9 pages including 11 photos (Savoia Pomoilo SP.3, Ansaldo A.300-4, & Ca.133). "Italian Aircraft Photographed by South African Air Force Personnel" 9 pages with 18 photos [Ca.133 (2), Sm.81, CR.42 (5), SM.79 (4), G.50, C.202 (3), & Ca.314 (2)]. Includes a photo of an Italian CR.42 with the 'East African' cross partially overpainted with a SAAF roundel. "Italian Hurricanes: The history of five British fighters seized by Regia Aeronautica" 13 pages including 21 photos and 2 color side-view drawings. Includes Yugoslav Hurricanes as well as RAF aircraft downed in East Africa, North Africa, and Sicily.

JP-4 Mensile di Aeronautica (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

Maggio 2003 (100 pages) "71° Gruppo Volo" 6 pages including 15 photos (Piaggio P180 Avanti, PD.808, & P.166 - one of the latter in UN markings). "Tactical Helicopter Group dell'Aeronautica Olandese" 6 pages including 15 photos [AH-64D Apache, Cougar (SFOR), Bo-105CB4 (UN), Alouette III, & CH-47D Chinook].

Giugno 2003 (100 pages) Color photos: Austrian Turbo Porter & Kiowa and Israeli Apache. "Ultima esercitazione a Turtmann" 4 pages including 9 photos of Swiss F-5E. "Intervista all'amm. De Giorgi" 6 pages including 10 photos of Italian Navy Harriers and helicopters.

Luglio 2003 (100 pages) Color photos: Italian F-13; Iraqi MiG-25; & Chinese Y-8. "Spring Flag 2003" 4 pages including 9 photos (Italian Harriers & Tornados). No English summary in this issue.

#8 Agosto 2003 (100 pages) "Tornado GR.4 in Iraq" 2 pages including 7 photos of RAF operations. "Le Bourget 2003" 12 pages including 35 photos. "Ricordo del Piaggio PD808" 2 pages including 8 photos and table of Italian Air Force serial numbers. "Tiger Meet 2003" 4 pages including 10 photos. (No English summary, again!)

## NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Rene Euhart, Bernadottestraat 133, NL-2131 SP Hoofddorp; erhart@quicknet.nl).

2/2003 (32 pages) "F-84E en F-84G Thunderjet" 5 pages on Dutch Thunderjets including 9 photos and 8 side-view drawings. "Fokker 50" 7 pages on building the Classic Planes 1/72-scale kit including 8 photos of the model, 4 photos of the aircraft in RNethAF markings, and 2 pages of 1/72-scale drawings. "48 Ford Woody met speedboot op trailer" 6 pages including 19 photos of the model

build from Revell's 1/24-scale kit. [Ed: Not a flying machine, but I couldn't resist such an attractive model.]

## POLAND

**MINI REPLIKA** ("Wydawnictwo KSprint", Krzysztof Sikora, ul. Moniuszki 7, 63-600 Kępno.) #9 (40 pages) "Rumpler C.1" 8 pages including 18 photos, 1/72-scale multi-view drawings, 5 color side-view drawings; all in Polish markings. "Mi-2" 2 pages with 13 color photos of interior and exterior details. "Su-17/20/22 - Sprzet lotniskowo-hangarowy" 6 pages on the ground equipment found around Polish Su-17/20/22 including 17 color photos and 2 pages of 1/72-scale drawings (tow bars, cranes, work platforms, boarding ladders, maintenance trolleys, etc.). "Jubileuszowa 'Suczka'" 2 pages on Polish Su-22M4 in anniversary markings with 2 color and 7 b&w photos. "Inicjalnie tylko" 4 pages including 15 photos of Polish P-51 and Spitfires. "Z wody włoskiej do Polski" 2 pages including 3-view scale drawings of CANT Z.506B. "Lublin R-XIII D" 2 pages including 13 color photos of the 1/48-scale model.

#15 (40 pages) "Lotnictwo w Bitwie Warszawskiej 1920: czesc 2" 5 pages including 22 photos and 5 color side-view drawings (Albatros D.III, LVG C.V, Fokker D.VII, Albatros C.X, & Bristol Fighter). "Mi-8" 2 pages with 11 color photos and 5 color side-view drawings of Mi-8 in Polish markings. "Mi-8 a prostokatnymi oknami" 3 pages including 4 photos of the model and 2 pages of 1/72-scale multi-view drawings of the Mi-8S. "Uwaga! Policja!" 2 pages on the 'blue' TS-11 including 16 color photos and scale drawing showing placement of marking and stenciling. "Szybowiec IS-2 Mucha" 4 pages including 9 photos and 2 pages of detailed scale drawings. "Spad 51 C1" 3 pages of drawings of details. "Pierwsze konstrukcje lotnicze II RP" 2 pages on building the Modelbud kits of the CWL WZ-X and PZL L-2a including 11 color photos of the models. "Fotel dla TS-11" 2 pages on the ejection seat including 3 color photos and a page of drawings. "Polish 'Mistel'" one page including 4 color photos of a model of the MiG-15UTI with the front end of the I-22 Iryda mounted above with cameras to photograph in-flight tests the ejection seat. [Ed: A most impressive model. A vacuform kit of the I-22 is available from the SAFCH Sales Service.]

#22 (40 pages) "Potez XXV" 5 pages including 19 photos and 3 color side-view drawings (with top and bottom views) of the Potez XXV in Polish markings. "Sloty MiG" 2 pages including 13 photos of Polish MiG-21 (3 of an aircraft in an overall yellow color scheme). "MiG-29A 1:72 - Italeri + Airfix = Italfix" 4 pages including 10 color photos of the model. "Fotele KS-3 i KS-4" 3 pages including 3 color photos and 2 pages of drawings of the ejection seat. "TS-8 Bies - detale" 2 pages of detailed drawings of many small details. "Piłat CR.32" 4 pages on building the 1/48-scale Classic Airframe kit including 6 color and 8 b&w photos. "Samoloty Naczelnych Wodzow" one page with 4 photos of Polish (RAF) Dakotas. "PZL XIX" one page including 2 color and 2 b&w photos of the Nordic Eagle model. "LWD Zak 3" one page including 2 color and 2 b&w photos of the Ardpol model.

#23 (40 pages) "Potez XXV" one page with 4 color

side-view drawings (with top and bottom views). "AEG C.IV" 3 pages on building the Ardpol model including 7 color and 5 b&w photos of the model and one of the aircraft. "Spirit of Ostra Brama" one page with 4 photos of a Polish Dakota in the RAF. "Lancaster w 1:48" 6 pages including 10 color and 28 b&w photos of the model in Polish (RAF) markings. "Oeffag D.III" one page on building the Iit-Kit kit including 4 color and one b&w photos on the model in Polish markings. "SZD-12 Mucha 100" one page on building the 1/48-scale Ardpol kit including 4 color photos of the model. "TS-11 Iskra bias" 4 pages of scale drawings. "Koolhoven FK-58" 4 pages including 13 photos of the FK-58 in Polish service and 3 color photos of the CMK 1/72 scale kit. "Nieuport Eduarda" 2 pages on building the Eduard Nieuport 17 and 21 in Polish markings including 8 color and 5 b&w photos. "Westland Lysander" 4 pages on building the 1/48-scale Gavia kit in Polish markings including 7 color and 12 b&w photos.

[These abstracts contain only those items of direct interest to SAFO readers. See the 'magazine' section of this issue of SAFO for a complete review of Mini Replika #24.]

## SPAIN

**REVISTA ESPANOLA DE HISTORIA MILITAR** (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#35 Mayo 2003 (92 pages) "La defense aerea de las Canarias durante la II Guerra Mundial" 15 pages including 22 photos and 8 color side-view drawings [Fairey Swordfish (RN); Catalina, Ventura, & Beech 17 (USN); Maryland & Ventura (French); and Fw 200 (Luftwaffe)]. "El derribo del SM.79 (28-62) durante las Segunda Guerra Mundial" 3 pages including 3 photos. Poster inserts: Blindado FA-1, Lanzacohetes Remolcado de Camapana L-20E, Lanzacohetes Autopropulsado de Camapana L-32 R-6/R-6B-2, and Lanzador Experimental Flak 36 para misiles 'Suanzes'. Booklet insert: "Los Medios Blindados en Espana, Un siglo de Historia el periodo 1953-1976" pages 33 to 48 including 31 photos and 6 color side-view drawings [AML-60 (3) and AML-90 (3)]. [Ed: Pretty bland-looking machines after those weird and wonderful Civil War armored cars.]

## USA

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#181 Aug 2003 (146 pages) "Flight Mechanics of the Wright Aircraft 1903-1912" 10 pages including 13 photos and 3 pages of 3-view scale drawings. "With the Wrights in America" 6 pages. "The Galaudet Story: Part 4 The Model B Flying Boat" 16 pages including 7 photos and 6 pages of scale drawings [Ed: This is a marvelous scratch-building project for any intrepid modeler.] "Vlach's Aircraft" 7 pages including 9 photos of aircraft built by a Bohemian pioneer. "Four Odd Ducks" 8 pages including 12 photos of some very odd Curtiss aircraft. "Stanley Van Winkle Miller's Aeroplanes & Engines" 10 pages including 17 photos and one small 3-view of the products of a San Francisco pioneer airman. "Farman Sport" 4 pages including 3 photos of a restored aircraft. "A Few Rare/Un-

built Sikorsky Drawings" 13 pages of drawings including 4 photos. "Pilot Reports: Checking out on the Hanriot" 3 pages. "Drawings" 4 pages with scale drawings of the Hanriot-Ponnier, Grahame White Wasser-Doppeldecker, & Dornier Flugboot. "Museums/Organizations" 10 pages including 19 photos. "Models" 4 pages including 10 photos. "The Wright Boy's Toys" 5 pages including 3 photos and a 3-view drawing of a rubber-powered Wright 1903 Flyer. "Publications" 7 pages including 3 photos. "Letters" 7 pages including 4 photos.

**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas.).

#66 Apr. 2003 (84 pages) "Bell FM-1 Airacuda: Aerial Antiaircraft Platform" 15 pages including 23 photos, 3-view scale drawing, and side-view drawings showing 5 variants. "Flying the Bell Airacuda" 2 pages including 2 photos. "Cockpits: Bell XFM-1, Modified XFM-1 & YFM-1 Airacuda Multipurpose Fighter" 7 pages with 14 photos. "Reproductions and Restorations" 4 pages with 8 photos (Martin MB-2). "Fokker's Josephine Ford" (Part 2) 10 pages on the Byrd Arctic Exploration including 9 photos. "The Cain Aircraft Story" 6 pages including 4 photos and a 2-page 5-view scale drawing of the C-C14 Sport. "Howard Pete in Syracuse, 1936" 2 pages including 2 photos. "ID UNK" 6 pages including 15 photos. "Models" 3 pages including 5 photos. "Reviews" 3 pages.

#67 Jul. 2003 (84 pages) "First Flight - de Havilland Comet Racer" 6 pages including 3 photos, a 3-view scale drawing, and 2 pages of sketches from NACA Aircraft Circular No.197. "The Kadiak Speedster" 7 pages including 6 photos and a 3-view scale drawing. "The Yellow Peril" 3 pages on flying the N3N at the US Naval Academy including 3 photos. "Napier-Heston Racer" 4 pages including one photo, scale 3-view drawing, and a cutaway drawing. "Certification Pitfalls 101" 4 pages. "Pilot Flight Test Report: 1928 Travel Air 4000" 4 pages including 2 photos and a small 3-view drawing. "Cockpits: Keystone Bombers: LB-7 and B-4A/B-6A" 3 pages including 5 photos. "The Army's Light Bomber Competition of 1939" 9 pages including 12 photos (Curtiss-Wright Model 76, Douglas Model 7B, Boeing-Stearman XA-21, Martin Model 167, North American NA-40B). "Northrop N-3PB Floatplane Restoration" 4 pages with 11 photos. "AAA Blakesburg and Brodhead Fly-Ins" 4 pages with 12 photos. "Details: Curtiss XI-9C-1 & IX-2 Sparrowhawk Fighters" 8 pages with 22 photos. "Models" 3 pages including 3 photos. "Reviews" one page.

**ESM 72** (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maicsm72@aol.com. Web site: members.aol/Maicsm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol. 6, No. 4 (64 pages) "WWI" 26 pages on everything other than aircraft (which were covered in the previous issue). "Updates" 22 pages.

Vol. 7, No.1 (64 pages) "Aircraft by Kit Manufacturer" 42 pages. "Updates" 22 pages.



# The Sikorsky S-55 in Brazil

Jairo A. O. Mello and Sergio Onofre G. Pinto

[The following article first appeared in the June 2002 issue (#102) of *Revista*, the magazine of IPMS Brazil. It is reproduced here with the kind permission of the editor and the authors. See the "abstracts" section of SAFO for information on ordering this excellent magazine, one of the few IPMS branches that still emphasizes their nation's aircraft.]

Seventeen Sikorsky S-55 helicopter was used by the Brazilian armed forces. The Força Aérea Brasileira (Brazilian Air Force) operated 4 H-19D which were used for Serviço de Busca e Salvamento (Search and Rescue) and instruction. from 1957 to 1969. The Marinha do Brasil (Brazilian Navy) operated 12 Westland SW 55 series 1 and 3 and one American S-55C from 1960 to 1982.

The S-55, a helicopter with room for two crew members and 10 passengers, was manufactured by Sikorsky Aircraft in the USA as the S-55 and S-55C, and by Westland Aircraft in England as the WS-55 Series and Series 3 Whirlwind. The other characteristics of the models used in Brazil appear in Table I.

## Brazilian Air Force

As Brazil was a signatory to international treaties, they were obligated to maintain a search and rescue service (SAR) to provide permanent coverage of sea routes and air traffic. Thus, the Ministério da Aeronáutica (Ministry of Aeronautics) created the search and rescue service in 1950, and in 1957, four SH-19D were received from the United States to be used by the SAR units. In the same year, 1957, on the 6<sup>th</sup> of December, the 2<sup>o</sup> Esquadrão do Décimo Grupo de Aviação (2<sup>nd</sup> squadron of the 10<sup>th</sup> Aviation Group) 2<sup>o</sup>/10<sup>o</sup> was created to operated the equipment received at the airbase in Cumbica in the state of São Paulo. The SH-19D began operation in 1958 and remained operational until 1969 when they were deactivated.

On October 20, 1967, the Centro de Instrução e Emprego de Helicópteros (Center for Instruction and Utilization of Helicopters) CIEH was created at the air base at Santos and SH-19D '8507' was transferred there.

The serials, c/n, previous identity, and ultimate fate of the Brazilian Air Force SH-19D are:

Brazilian #	Serial #	USAAF #	Remarks
8504	55-1132	56-4267	Lost in accident October 25, 1961
8505	55-11410	56-4268	Decommissioned 1969
8506	55-1142	56-4269	Decommissioned 1969
8507	55-1131	56-2466	Decommissioned 1969

## Colors and Markings

The Brazilian Air Force SH-19D were painted overall aluminum with letters and numbers in black. The national insignia of the Air Force was applied on both sides of the fuselage and the national flag colors in green and yellow stripes were painted on the pylon of the tail rotor.

The SH-19D of the 2<sup>o</sup>/10<sup>o</sup> Grupo de Aviação carried a black bordered yellow stripe at the end of the tail cone with the black warning "Perigo Helice" with a red arrow. They also carried yellow rectangle, also bordered by black, with the letters "SAR" in black. This was applied to both sides of the aircraft directly below the second window.

The SH-19 '8507' used by the Centro de Instrução e Emprego de Helicópteros was painted in aluminum with the national insignia in the same position of the other Air Force SH-19D. The "SAR" rectangle was removed and a rectangle with the black letters CIEH was substituted.

## Naval Aviation

Naval Aviation received 13 model WS-55 Whirlwind Series 1 and 3 and one American S-55C. The registration and delivery sequence of these helicopters is presented below.

Brazilian #	Serial #	Model	Delivery Date
N-7008	WA-394	WS-55 Sr 1	10/11/1960 (lost on 08/17/67)
N-7009	WA-395	WS-55 Sr 1	10/11/1960 (converted for Sr3A-)
N-7010	WA-396	WS-55 Sr 1	10/11/1960 (converted for Sr3A-)
N-7011	WA-192	WS-55 Sr 1	07/1963 (transferred in 1969)
N-7012	WA-193	WS-55 Sr 1	07/1963 (lost on 11/11/65)
N-7014	55-1190	S-55 C	06/12/1964 (lost on 11/28/1964)
N-3007	WA-424	WS-55 Sr3B	04/20/1966 (lost on 07/26/1967)
N-3009	WA-425	WS-55 Sr3A	08/19/1966 (converted for Sr3A)
N-7009	WA-395	WS-55 Sr3A	Kept the old registration
N-7010	WA-396	WS-55 Sr3A	Kept the old registration
N-70-24	WA-687	WS-55 Sr3A	03/27/1969
N-7025	WA-668	WS-55 Sr3A	03/27/1969
N-7026	WA-425	WS-55 Sr3A	Old 3008
N-7027	WA-426	WS-55 Sr3A	Old 3009

The acquisition of the Navio Aeródromo Ligeiro (NAEL) (Light Aircraft Carrier) *Minas Gerais* led to the purchase of the first three WS-55 Whirlwind Sr 1 (N-7008, N-7009, and N-7010) to equip the Destacamento de Helicópteros do Departamento de Aviação (Helicopter Detachment of the Aviation Department). These helicopters were designated HU-2W.

In 1962, with the creation of the Força Aérea Naval (Naval Air Force) and the activation of the 1<sup>o</sup> Esquadrão de Helicópteros de Emprego Geral (1<sup>st</sup> Squadron of Helicopters of the General Office) UH-1, the helicopters were incorporated into the 1<sup>o</sup> Esquadrão.

Faced with continuing operational needs and with difficulties in obtaining new models, in 1963 two used WS-55 Sr 1 (N-7011 and N-7012) were bought from Canada. These were older models with the rounded nose.

In 1964, the Brazilian Navy purchased an American S-55C from the Hidrelétrica de São Francisco (Hydroelectric Company of San Francisco) (CHESF), which received registration N-7014.

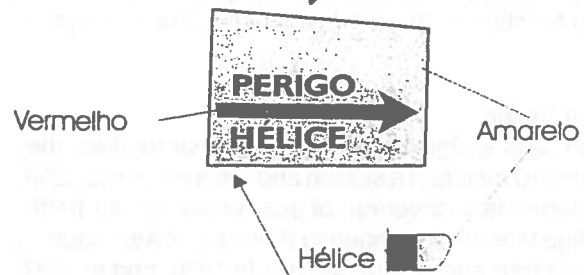
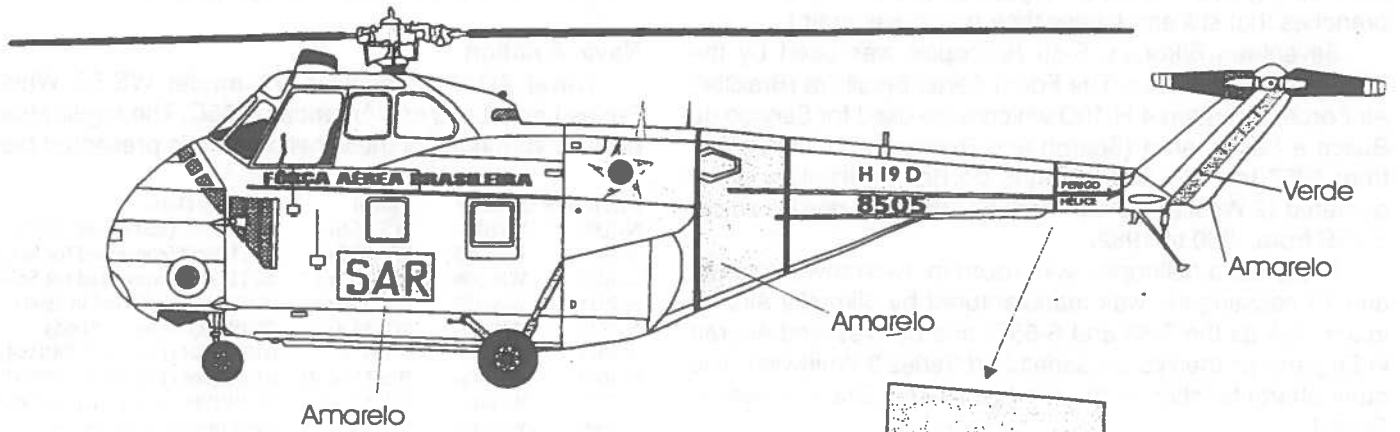
With the activation of the 1<sup>o</sup> Esquadrão de Helicópteros Anti-Submarinos (1<sup>st</sup> Anti-Submarine Helicopter Squadron), three more modern Whirlwinds WS-55 Sr3B were purchased. They were designated SH-3B by the Brazilian Navy and received registration N-3007, N-3008, and N-3009.

However, the Navy helicopters were never used for anti-submarine duties, in their original configuration. In 1968, two WS-55 Sr 1 (N-7009 and N-7010) together with two Sr3B (N-3308 and N-3009) were sent to the factory and converted to transport model Sr3A. N-7009 and N-7010 kept their registration, while N-3008 and N-3009 were renumbered N-7026 and N-7027. In 1969, two additional Sr3As were purchased and registered as N-7025 and N-7026.

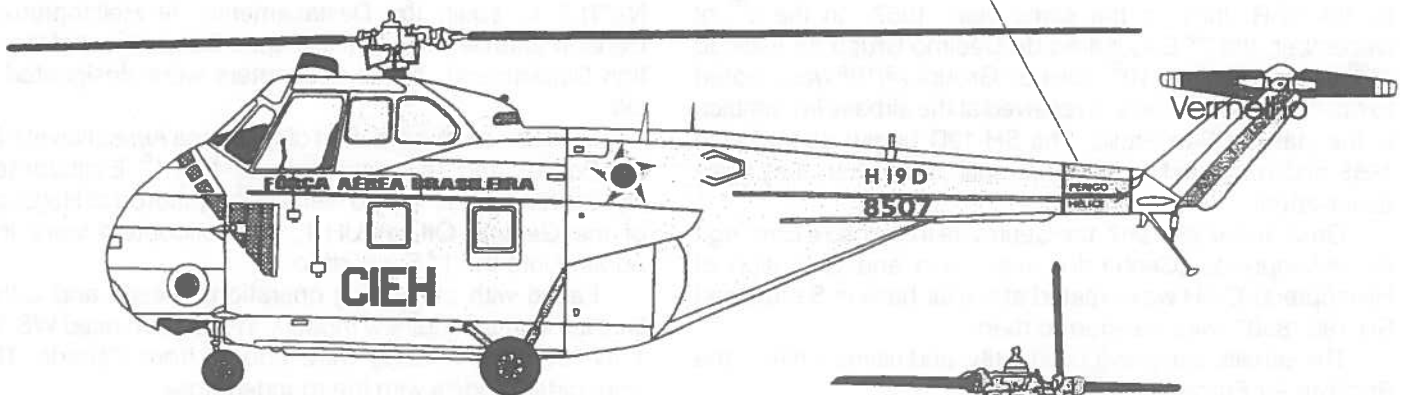
In the Naval Aviation, the Westland Whirlwind were affected

H-19 D - 2º/10º

Hélice 



H-19 D - CIEH

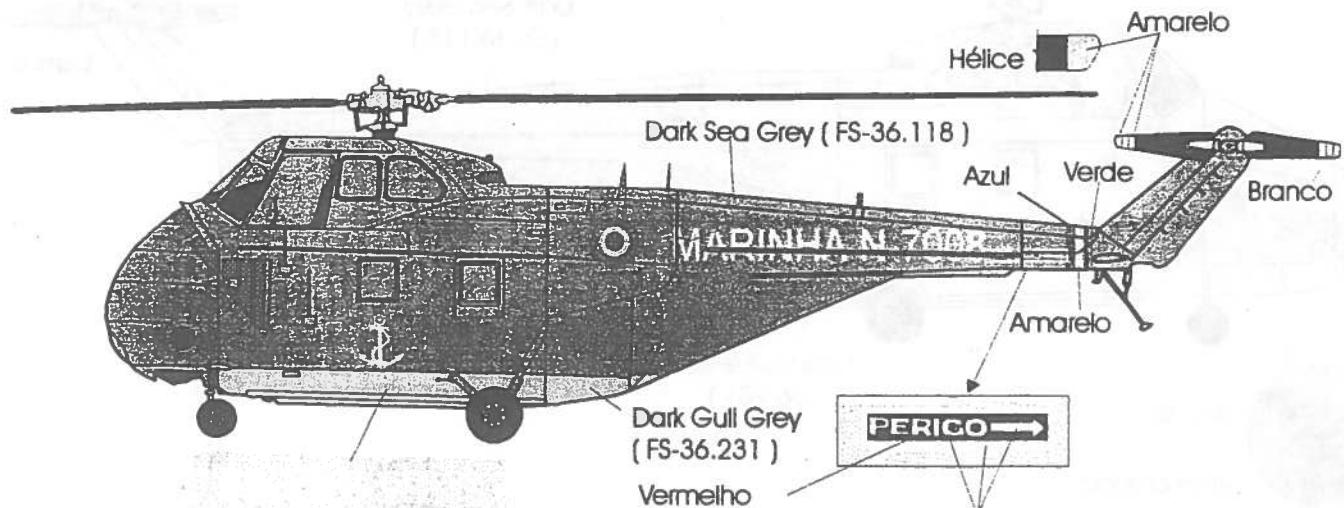


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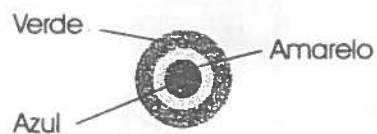




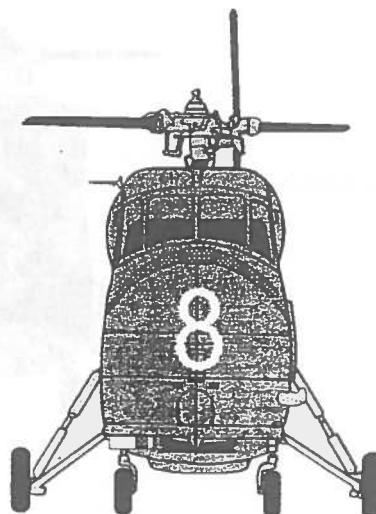
## WS-55 Sr1 - Nael Minas Gerais



## WS-55 Sr1-Esquadrão UH-1

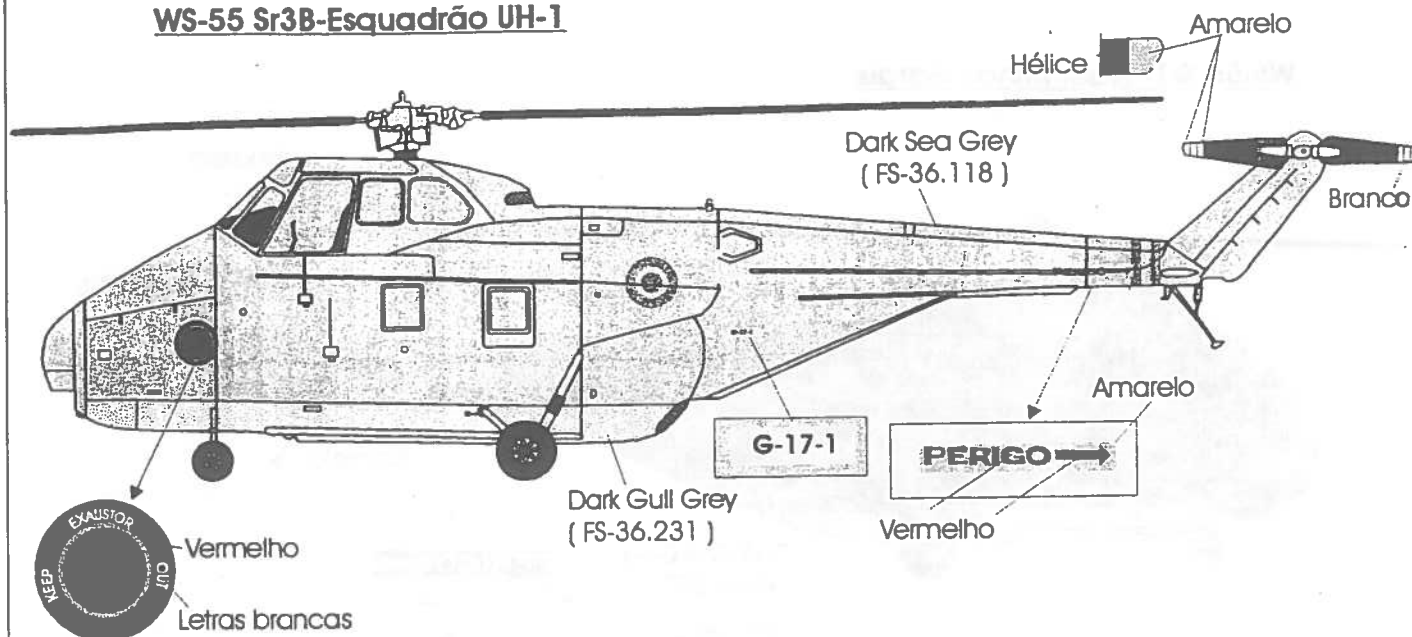


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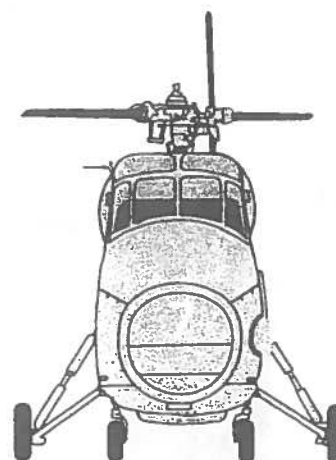
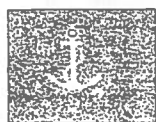
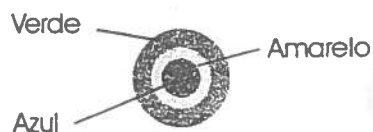


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## WS-55 Sr3B-Esquadrão UH-1

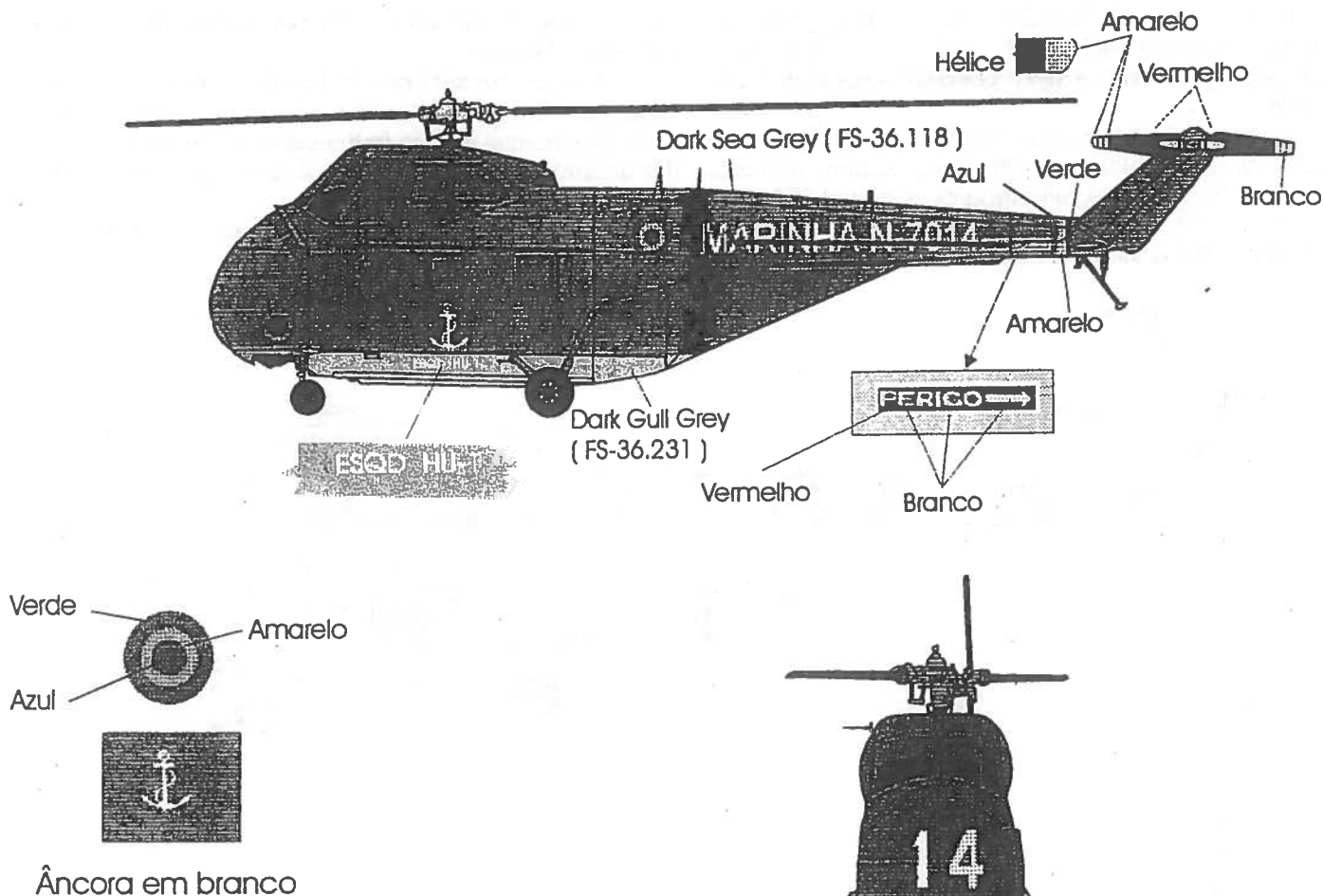


## WS-55 Sr3A-Esquadrão UH-1



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## S-55 C- Esquadrão UH-1



**Obs.: Todas as letras e numeros em branco, exceto onde indicado**

tionately called Vacas (Cows)

In 1982, the helicopters N-7024 and N-7025 were sold at public auction and received the civil registration PT-HQL and PT-HAL. It is said that they were converted HAR Mk 2. One of them was donated to the Navy and is being restored to be exhibited in the Aircraft Museum at S'Pedro da Aldeia.

## Colors and Markings

During its use by Naval Aviation, the WS-55 were painted dark grey on the upper part (FS-36118-Dark Sea Grey) and light grey on the lower part (FS-36231-Dark Gull Grey). The word "NAVY" following the registration number which was painted in white on the both sides of the tail cone. The last number of the registration was painted on the nose, also in white. On the sides directly below the windows, the anchor of the naval aviation were painted in white. On the tail cone, a band was painted in blue, yellow, and green. The national insignia used by the Navy, a blue, yellow, green roundel, was applied to both sides of the fuselage.

## Existing Model Kits

Scale	Maker	Item	Model	Remarks
1/72	Italeri	1206	H-19B	
	Revell	04460	H-19A	
	Airfix	124	WS HAR 1	Antarctic
		1044	WS HAR 1	Antarctic
		1355	WS S-55	Decals for BEA
		2056	WS HAS 22	
PZW			S-55	As in Pelta catalog
1/48	Revell	H (?)	S-55	Decals for USAF
		H-172	HO4S-1	
		H-181	HRS-1	
		H-227	H-19B	
				With floats

### References:

1. Aviação Militar Brasileira: 1916/1984, Francisco C. Pereira Netto, Revista da Aeronáutica Editora, 1984,
2. Esquadrão Pelicano em Cumbica 2º/10º Grupo de Aviação, Adele Mignon, INCAER, Rio de Janeiro, 2000.
3. História Geral da Aeronáutica Brasileira, INCAER, Rio de Janeiro.
4. Serviço Geral de Documentação da Marinha (SGDM).

## Sikorsky H-19D Brazilian Air Force

Nils Treichel

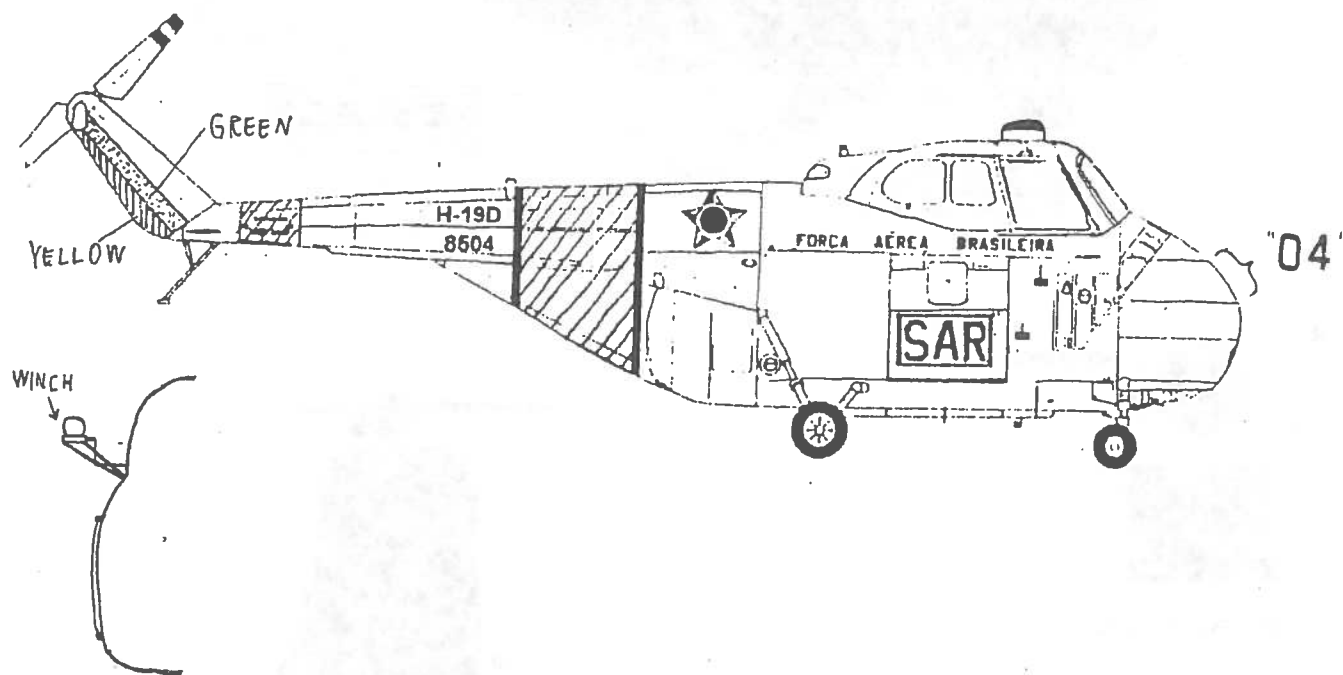
Four Sikorsky H-19D (serialised FAB 8504 through 8507) were used by Brazilian Air Force's 2<sup>o</sup>/10<sup>o</sup> GAV (2<sup>nd</sup> Squ. 10<sup>th</sup> Aviation Group) based at Sao Paula on SAR duties from 1958 until 1969.

Colors were natural metal over all with orange fuselage band and SAR-square on sides, all with black borders, and an orange band on tail. National insignia consisted of Brazilian stars on both side of the fuselage. The fin flash was yellow and green with the green leading on both sides. All lettering

and serials were black and the last two digits of the serial was carried on the nose.

The winch consists of a ball-shaped object on a small square platform connected to the fuselage by two V-struts. An S-shaped lead runs from the cabin to the winch. I hope this description together with the sketch is sufficiently clear.

Nils Treichel (SAFCH #1467), Grosser Platz 4, 27432 Bremer-voerde, Germany.



## Flettner Rotor Aircraft Update

[Editor's Note: The Flettner rotor aircraft on the cover of SAFO #101 has been identified by SAFCH member Terry Judge. It seems that Terry recognized the '921V' codes as a US civil registration. He writes "Since I found the answer quite easily, I how it's because someone is doing an article." I afraid not, but Terry's identification opened a whole new source of information with which I was not familiar. I hope other readers will find this a useful source. Terry goes on to explain:]

"Go to <http://www.aerofiles.com/> and click on 'Registrations' and then on '1V-999V' and scroll down and you'll find '921V Plymouth Development Company'. Go back to 'Home', click on 'Aircraft', then 'Aircraft PI to PY' and scroll down to 'Plymouth'." I did this and I was amazed at what I found:

"Plymouth Development Corporation, NY. A-A-2004 1929 (c.1931) = 1p experimental plane with Flettner Rotor Wing; 300hp Wright J-6 Whirlwind driving a propeller in front, and 85hp American Cirrus (ACE) to spin the rotors. [921V]. See Flettner."

"Anton Flettner, NY. 1926 and c.1938 = Experiments with the Magnus Effect, wherein rotating cylinders replaced wings to theoretically provide lift. The later version, renamed Plymouth, had a 300hp Wright J-6 for flight (which it did not attain) and a 90hp ACE to rotate the rotors. POP: 1 [921V].

Continued interest in the Magnus Theory also surfaced in the early 1980s when Lloyd Bergeson gave up on flying machines and applied the idea to boats, replacing sails. See also Ames 1910 and Union."

"Union Aircraft Co, Long Island NY. Union Rotorplane [X772N] (Atlantic & Pacific Wirephoto) Rotorplane 1931 = 2pO\*M; 90hp ACE (Cirrus). Isaac C Popper. \*Four conical rotors in an open frame replaced the wings; rotors were driven by two additional 28hp Indian motors. An experiment based on the Magnus Theory to create lift. Although the designer claimed it had double the lifting power of conventional wings and could land a half the speed, there is no record of flight. POP: 1 [X772N] c/n M-1. See also Ames 1910 and Flettner."

"Butler Ames, Washington DC. 1908 = Drum-wing experimental. Ames, a congressman at the time, used his office to acquire USS Bagley as for 11 days as a testing platform for his aircraft in an experiment with the Magnus Theory, trying to create lift from rotating barrel-forms; powered by a 40hp Curtiss V-8. It failed to produce any exciting results. See also Flettner and Union."

[Ed: There must have been experiments with Flettner-rotor aircraft in countries other than the US. Anyone have information about such aircraft?]

# Fuerza Aerea Mexicana

## Air Order of Battle as of July 2003

Santiago A. Flores

The present commander of the Fuerza Aerea Mexicana (Mexican Air Force) is General d Division PADEMA Ernesto Arcos Oropeza. The Mexican Air Force is Organized under the following units:

1 Cuartel General	(Headquarters)
3 Regiones Aereas	(Air Regions)
5 Grupos Aereos	(Air Groups)
19 Bases Aereas Militares	(Military Air Bases)
1 Colegio del Aire	(Aviation School)
8 Estaciones Aereas Militares	(Military Air Stations)

Some Grupos Aereos are comprised of only two Escuadrones Aereos, while others are reported to have up to nine Escuadrones Aereos. Supporting this force on the logistic side are two Escalones de Mantenimiento Eletronico (Echelon of Electronic Maintenance) and two Escalones de Mantenimiento General (Echelon of Main Maintenance) and two Depositos de Abastecimientos Aereos (Supply Aerial Maintenance).

The role of the Fuerza Aerea Mexicana, is to defend Mexican airspace, a task that has been made easier by the purchase and installation of a Westinghouse W360 two-dimensional radar, linked by satellite telecommunications, that gives early warning of any air threats and of drug-running aircraft. These latter coming mostly from Central and South America.

It also is responsible for internal peace keeping, especially the treat of the guerrilla groups in the south of Mexico (Chiapas and Guerrero) and to support the war against the drug cartel and to aid Mexican governmental agencies in helping the local population in the case of natural disasters.

Recent developments during 2001 include the Mexican Air Force ordering two more IAI Arava 201 STOL transports and one Boeing 737. This latter is to replaced the one belonging to the Secretary of National Defense that was lost in an accident. Three more B727-200 from the Mexicana airlines were reported bought by the air force.

By 2004, three Embraer reconnaissance and surveillance aircraft, one EMB-145 AEW&C and 2 EMB-145 MPA/RS, ordered from Brazil should be in service. During 2002, the FAM also received 4 Bell 412EP helicopters and 3 Cessna 206T and bought from Israel 4 Lockheed C-130 Hercules of the improved H wing model type.

In a surprise move, the Mexican Air Force acquired three ex-RAF C-130 transport planes that will add more logistic reach to the heavy transport squadron and the FRACD Fuerza de Reaccion in Caso de Desastres (Rapid Reaction Force in case of Disasters) to respond to disasters both in Mexico and in other countries in Central and South America.

There is talk (not confirmed) that the Mexican Air Force

is going to purchase about 20 new turboprop aircraft to replace the old T-33A s and some of the Pilatus PC-7 s that currently equip the combat units. A strong contender is the Embraer Super Tucano Trainer COIN/CAS aircraft, but the Swiss company Pilatus is also making its bid to win this important contract. Also reported is that all the surviving T-33A s have received an avionics upgrade at the Santa Lucia Air Base and the surviving F-5E/F have also gone trough a major overhaul at the Zapopan Air Base in time for the 20th anniversary of their service in the Mexican Air Force. One of the two F-5F reportedly was given a special anniversary markings painted by a group of volunteer Mexican model airplane builders; this of course is the Squadron commanders aircraft an F-5F '4501 .

The air force, in its annual report for 2002, has undertaken inspection and overhaul of aircraft and helicopters including three Bell 212 and 16 Mil Mi-17 helicopters.

In the last three years of operations, the Mexican Air Force has seen its flying hours in support of the war on drugs increase. This effort is supported by about 226 operational bases with about 6,216 elements (army, air force and government security forces) with the following aircraft:

67	Cessna 182S
28	Pilatus PC-7
21	Bell 206
18	Bell 212
9	Mil Mi-17
6	Maule M-7-235 Super Rocket
6	MD-530F
4	Pilatus Porter PC-6
1	IAI Arava 201 STOL

In the three years from 2001 to the present, a total of 148,094 hours were flown. During this time there were only 18 aircraft accidents (11 aircraft destroyed and 7 badly damaged). Surprising only one helicopter was involved and the rest were fixed wing aircraft. The following aircraft were lost or damaged:

Aeromacchi SF.260	2 destroyed	2 badly damaged
Cessna 182S	4 destroyed	2 badly damaged
Pilatus PC-7	1 destroyed	2 badly damaged
Maule M-7-235	1 destroyed	1 badly damaged
Mil Mi-26T	1 destroyed	
Schweizwer SA-2-37A	1 destroyed	
Lockheed T-33A	1 destroyed	

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## Appendix 1

The air force is divided in three Regiones Aereas (Air Regions)

Region Aerea del Centro (RAC) (Air Region Center)	Mexico City
Region Aerea del Norte (RAN) (Air Region North)	Tuxtla Gutierrez, Chiapas
Region Aerea del Sureste (RASE) (Air Region Southwest)	Chihuahua, Chihuahua

## Appendix 2

FAM units assigned per wings and air groups

Headquarters-Mexico City

Ala de Combate		BAM #1	EA.204	PC-7	BAM #7
1/o.Grupo Aereo		BAM #1	4/o.Grupo Aereo		
EA.101	S-70	BAM #1	EA.111	B-206B/L	BAM #5
EA.112	MD-530F/MG	BAM #1	5/o.Grupo Aereo		
EA.401	F-5E/F	BAM #1	EA.102	B-212	BAM #7
EA.402?	T-33A	BAM #2	EA.103	B-212	BAM #15
			EA.104	B-212	BAM #8
Ala de Reconocimiento y Transporte		BAM #1	EA.105	C-182S	BAM #5
3/o.Grupo Aereo		BAM #1	EA.106	C-182S	BAM #3
EA.301	IAI 201, An-32B	BAM #1	EA.107	C-182S	BAM #18
EA.302	C-130A, C-130H, C-130K, L-100-30, B-727	BAM #1	EA.108	C-182S	BAM #13
EA.303	MI-2,-8,-17,-26T	BAM #1	EA.109	C-182S	BAM #10
EA.501	RC-500S, RC-690, RC-840, RC-980, C-1000, Ce-500, Ce-206, Ce-210	BAM #1	EA.110	C-182S	BAM #14
EA.502	BEC-90, C-26, SA-2-37A, M-7-235, PC-6	BAM #1	Independent Units		
FRACD	MD530, Ce-182S, Mi-8, Mi-17, Mi-26T, An-32B, C-130, B-727	BAM #1	Unidad Especial de Transporte del Alto Mando (UETAAM)		
			B-737, L-1329, IAI-201, S-70		
			Coordinacion General de Transporte Aereos Presidenciales		
			B-757, B-737, G1159A, LJ30, SA330, SA332L		
			Escuela Militar de Aviación		
2/o.Grupo Aereo		BAM	MX-7-180, F-33C, F-260EU. PC-7		
EA.201	PC-7	BAM #4	Escuela Militar de Aplicacion Aero Tactica de la Fuerza		
EA.202	PC-7	BAM #6	Aerea (EMAATFA)		
EA.203	PC-7	BAM #9	PC-7		

## Appendix 3

Basas Aereas Militares (BAM)

FAM have the following air bases around the country, with new ones that were established to the north of the country.

BAM #1	Santa Lucia, Edo de Mexico	BAM #11	Santa Gertudis, Chihuahua
BAM #2	Ixtepec, Oaxaca.	BAM #12	Tijuana, BCN
BAM #3	Cipres, BCN	BAM #13	Chihuahua, Chihuahua
BAM #4	Conzumel, Q.R.	BAM #14	Monterrey, Nuevo Leon
BAM #5	Zapopan, Jalisco	BAM #15	Oaxaca, Oaxaca
BAM #6	Tuxtla Gutierrez, Chiapas	BAM #16	CD.Pemex, Tabasco
BAM #7	Pie de la Cuesta, Guerrero	BAM #17	Copalar, Chiapas
BAM #8	Merida, Yucatan	BAM #18	Hermosillo, Sonora
BAM #9	La Paz, BCS	BAM #19	Atlangatepec, Tlaxcala
BAM #10	Culiacan, Sinaloa		

Note:: BAM#12, 16, 17 and 19 do not have any units stationed permanently there.

Estacion Aerea Militar (EAM)

Military Air Stations are found in the following locations to support FAM operations:

EMA #1	Aeropuerto Inter.CD. De Mexico DF	EMA #5	Puerto Vallarta, Sinaloa
EMA #2	Guerrero Negro, Baja California Sur	EMA #6	Irapuato, GTO
EMA #3	Torreon, Coahuila	EMA #7	Oaxaca, Oaxaca
EMA #4	Tampico, Veracruz	EMA #8	Loma Bonita, Oaxaca

Note:: only EAM #1 has air units assigned.



#### Appendix 4

##### Mexican Air Force Units Deployed under the Regiones Aereas (Air Regions)

<b>1. Region Aerea Del Centro</b>		<b>HQ. Mexico City</b>	<b>5/o.Grupo Aereo</b>	
BAM #1 Santa Lucia, Edo de Mexico			EA.106	C-182s
Ala De Combate			BAM #9 La Paz BCS	
1/o.Grupo Aereo			2/o.Grupo Aereo	
EA.101	S-70		EA.203	PC-7
EA.112	MD-30F/MG		BAM #10 Culiacan, Sinaloa	
EA.401	F-5E/F		5/o.Grupo Aereo	
			EA.109	C-182s
Ala d Reconocimiento y Transporte			BAM #11 Santa Gertrudis, Chihuahua	
3/o.Grupo Aereo			Colegio Del Aire	
EA.301	IAI-01, An-32B		EMAATFA	PC-7
EA.302	C-130A, C-130H/K-100-30		BAM #13 Monterrey, Nuevo Leon	
	B-727		5/o.Grupo Aereo	
EA.303	Mi-2, Mi-8, Mi-17, Mi-26T		EA.108	C-182
EA.501	RC-500S, 690, 840, 980, 1000		BAM #14 Chihuahua, Chihuahua	
	C-500, C-206, C-210		5/o.Grupo Aereo	
EA.502	B-90C, C-26, SA-2-37A,		EA.110	C-182
	M-7-235, PC-6		BAM 18 Hermosillo, Sonora	
FRACD?	MD-530, C-182S, Mi-8,		5/o.Grupo Aereo	
	Mi-17, Mi-26T, An-32B,		EA.107	C-182
	C-130, B-727			
BAM #5 Zapopan, Jalisco			<b>3.- Region Aerea Del Sureste</b>	<b>Tuxtla Gutierrez, Chiapas</b>
Colegio Del Aire			BAM #2 Itepec, Oaxaca	
Escuela Militar De Aviacion			1/o.Grupo Aereo?	
Esc Preparatorio	MXT-7-180		EA.402	T-33A
Esc .Primario	F-260E		BAM #4 Cozumel Quintana Roo	
Esc. Avanzado	PC-7		2/o.Grupo Aereo	
4/o.Grupo Aereo			EA.201	PC-7
EA.105	C-182s		BAM #6 Tuxtla Gutierrez, Chiapas	
EA.111	Bell 206B/B-206L		2/o.Grupo Aereo	
			EA.202	PC-7
BAM #7 Pie De La Cuesta, Guerrero.			BAM #8 Merida, Yucatan	
2/o.Grupo Aereo			5/o.Grupo Aereo	
EA.102	Bell 212		EA.104	Bell 212
EA.204	C-182s		BAM #15 Oaxaca, Oaxaca	
			5/o.Grupo Aereo	
			EA.103	Bell 212
<b>2. Region Aerea Del Norte</b>		<b>HQ. Chihuahua, Chih.</b>		
BAM #3 El Cipres BCN				

#### Appendix 5

The training facilities of the Mexican Air Force are found in the following air bases:

##### **Colegio del Aire BAM #5**

The main military institution that trains the personnel of the Mexican Air Force. It had its beginning in 1915, when the aviation school was founded in fields of Balbuena, then outside of Mexico City. Through the years other schools were formed like the mechanics and later other fields, such as electronics and armaments. This institution consist of the following schools:

##### **Escuela Militar de Aviacion (EMA) BAM #5**

This is were all the flight training is conducted and it is divided in three squadrons that take the cadet from preparatory training all the way to advanced training on fixed wing aircraft. This is a three year course in which the cadets graduate with the rank of SubTeniente Piloto Aviador Fuerza Aerea (Subtee.FAPA) (2nd Lt. Pilot Aviator, Air Force) with 250 hours of flight time.

##### **Escuela Militar de Aplicacion Aerotactica de la Fuerza Aerea ( EMAATFA) BAM #11**

This is a 6 month course that gives theoretical and practical training in the PC-7 in tactics at squadron level to pilots and officers. This is done at BAM #11 where the FAM has its bombing and gunnery ranges.

### **Escuela Militar de Mantenimiento y Abastecimiento (EMMA) BAM #5**

This school runs a three-year course for prospective maintenance personnel officers. This course covers not only maintenance, but also electronics and armament.

### **Escuela Militar de Especialistas de la Fuerza Aerea (EMEFA) BAM #5**

This school forms the future officers in the area of flight controllers and meteorologists in a three year course.

### **Escuela Militar de Tropas Especialistas de la Fuerza Aerea (EMTEFA) BAM #1**

This school trains future enlisted personnel in the areas of maintenance, electronics, armaments, flight controllers, and weather specialist in a course that cover 18 months. This school is located at the main Mexican Air Force base of Santa Lúcia, Estado de Mexico.

### **Grupo de Adiestramiento y Seguridad de Vuelo (GASEV) EAM #1?**

This units provides simulator training for the FAM latest aircraft like the F-5, Bell 212, PC-7 with type 141 and 242T Frasca Simulators.

### **Centro de Adiestramiento de la Fuerza Aerea (CAFA) Air Force Training Center EAM #?**

This center appears to provide training for pilots to rotary wing aircraft and retraining of pilots from rotary wing to fixed wing aircraft as in the case of the EA that converted from the Bell UH-1H to the Cessna 182S aircraft.

## **Appendix 6**

Aircraft Known to be in Service with the Fuerza Aerea Mexicana: Circa 2002

### **Combat Aircraft/Fighter-Bombers/Coastal/Trainer:**

Northrop F-5E  
Northrop F-5fF  
Pilatus PC-7  
Lockheed T-33A

### **Helicopters Transport/Utility/Recon/Trainer/COIN**

Bell 205A-1  
Bell 206B  
Bell 206L  
Bell 212  
Bell 412EP  
MDD 530F  
MDD 530MG  
Mil Mi-2 Hoplite  
Mil Mi-8t Hip-C  
Mil Mi-17 Hip-H  
Mil Mi-26T Halo

### **Transport Aircraft Fixed Wing:**

Antonov An-32B  
Boeing 727-200  
Douglas C-47 (Flying Historical Aircraft)  
Douglas C-118 (Flying Historical Aircraft)  
IAI Arava 201  
Lockheed C-130A  
Lockheed C-130H  
Lockheed C-130K  
Lockheed L-100-30  
Rockwell Commander 500S  
Rockwell Commander 840  
Rockwell Commander 980  
Rockwell Commander 1000

### **Transport /Utility /Recon /VIP Aircraft:**

Fairchild C-26  
Beech King Air A90  
Beech King Air C90  
Lockheed L-1329  
Cessna 500 Citation  
Pilatus PC-6  
Cessna 182S  
Cessna 206  
Cessna 206T  
Cessna 210  
Schweizer SA-2-37A

### **Trainers of the Fuerza Aerea Mexicana:**

Aeromacchi Sf-260EU  
Beech F-33C  
Maule M-7-235 Super Rocket  
Maule MXT-7-180  
Stearman PT-13/Pt-17 (Reportedly flown only by the Flight Instructors at the Military Aviation School.)

### **Aircraft of the GATP (Grupo Aereo de Transporte Presidencial)**

Aerospatiale Sa330j PumaTransport  
Aerospatiale Sa332L Super PumaTransport  
Boeing 757-225Transport  
Boeing 737-247 Transport  
Gates Lear Jet Model 24/25Transport  
Grumman Gulfstream II/IIITransport  
Rockwell (NA) Sabreliner 60/75Transport  
Short Skyvan Srs.3MTransport  
DHC-5D BuffaloTransport

## Appendix 7

### Glossary:

EA (Escuadron Aereo)	Aerial Squadron
GA (Grupo Aereo)	Air Group
Ala	Wing
Esc. Preparatorio	Preparatory Squadron
Esc. Primario	Primary Squadron
Esc. Avanzado	Advance Squadron
BAM (Base Aerea Militar)	Military Air Base
EAM (Estacion Aerea Militar)	Military Air Station
RAC: (Region Aerea Del Centro)	Aerial Region of the Center
RAN (Region Aerea Del Norte)	Aerial Region of the North
RASE (Region Aerea Del Sureste)	Aerial Region Of The Southwest
FRACD (Fuerza de Reaccion en Caso de Desastres)	Reaction Force In Case Of Disasters
UETAAM (Unidad Especial de Transporte del Alto Mando)	High Command Specialair Transport Unit
GATP (Grupo Aereo Transporte Presidencial)	Presidential Air Transport Group
EMAATFA (Escuela Militar de Aplicacion Aerotactica de la Fuerza Aerea)	Air Force School of Application and Aerotactical Training
Ala de Combate	Combat Wing
Ala de Reconocimiento y Transporte	Recon And Transport Wing
Colegio Del Aire	Air College
Escuela Militar de Aviacion	Military Aviation School
Escuela Militar de Mantenimiento y Abastecimiento (EMMA)	Military School of Maintenance and Supply
Escuela Militar de Especialistas de la Fuerza Aerea (EMEFA)	Military School of Air Force Specialists
Escuela Militar de Tropas Especialistas de la Fuerza Aerea (EMTEFA)	Military School Of Enlisted Air Force Specialists
Grupo De Adiestramiento Y Seguridad De Vuelo (GASEV)	Training Group and Flight Safety
Centro De Adiestramiento De La Fuerza Aerea (CAFA)	Air Force Training Center

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2. Web page Aeroflight UK. (<http://www.aeroflight.co.uk>)
3. Web page Scramble on the web (<http://www.scramble.nl/mx.htm>)
4. World Air Power Journal, Vol.43, Winter 2000
5. Web page Latin American Aviation Historical Society (LAAHS) [www.laahs.com](http://www.laahs.com).
6. Reforma Newspaper, 31 October 2002, Mexico City.
7. Reforma Newspaper, 30 June 2002, Mexico City.

## Czech Aircraft in Foreign Service

[Editor's note: One of our newest member has asked for information on Czech aircraft in foreign service. To save other the trouble of the needless duplication of effort, he has provided a summary of the information and sources he already has. Readers with addition information should contact Marcel at the address below. This is an excellent model and is recommended to anyone seeking partners in a research project.]

### Praga E-39 in Hungarian Air Force

- #1. Hungarian Eagles, Hikoki Publications, Great Britain. Function: courier. Military markings HAIH-VAA. Number used: 12. Dates used: 1939-1944.
- #2. Hungarian Air Force, Squadron/Signal Publications, USA. Primary trainers (Iskola). Aircraft codes: I.283. Quantity: one.
- #3. Plastic kit, RS Models, Czech Republic. Some machines were sold to Hungary and flown in civil clubs until latter half of the 1950s. A black and white drawing of Praga E-39.37 HIA-VAK; Hungary 1944.
- #3. Letectvi + Kosmonautika 7/1987 (Czech magazine) "Nase letadla v Madarsku" Nine Praga E-39. Marking HIA-MAD, -MAI, -VAA, -VAB, -VAC, -VAE, -VAK, -VAL, -VAR with motor Siemens Sh-14a. One flew after war as HIA-PRA (motor M-11D).

### Avia B-534 and Avia BII-33 in Greek Air Force

- #1. Batailles Aeriennes #15, "La guerre en Grece", Sarl Lela Presse, France. In the 1930s, Yugoslavia purchased five Avia BII-33 and in they 1935 bought two Avia B-534. On 28 October 1940, 24 Mira had nine Bloch MB-151 and two Avia B-534 at airfield Elefsis, commander Captain M. Savellos. On 16 April 1941, one Avia was evacuated from airfield Vassiliki to the airport Amphiklia-Dadi.
- #2. Avia B-534, MBI, Czech Republic. Two machines for Greece, numbered out of sequence with constructor numbers Avia 534.1001 and .1002. Greece was the only country where the B-534 were received by a direct export from Avia. But, alas, they were not bought by the Greek Air Force, but by G.Koutarellis, a businessman (living in Egypt), who handed the Avias over to HIAF after a consecration ceremony on 18 August 1936. They were probably used in conjunction with BII-33 for the fighter training purposes. They may also have served as armed communication aeroplane.
- #3. Avia B-534, AeroArchiv, Czech Republic. Four Avia BII-33 were bought in the 1935 by Yugoslavia and two Avia B-534 bought in the 1936. Used for advanced training. Planes were named Koutarellis I and Koutarellis II.
- #4. A letter from Mr. Stavro Verras (IPMS-Greece) describing the colors and national insignia

(Greek roundels), marking 'delta'. K.1 and 'delta'.K.2; the letter 'K' stands for the name of the donor, Dimitris Koutarellis. He also sent a photocopy from a magazine (Avions? the title unlisted) with several small photos of the 1936 transfer of these planes attended by Premier I. Metaxas. The Czech delivery pilot is named Dalevsky.

- #5. Avions #41 (French magazine). A color drawing of a Greek Avia B-534 in 1936.
- #6. Plastic Kits Revue 2/1991 (Czech magazine). "Avia in Balkan war 1940-41". A photo of Avia factory pilots Rudolf Dalecky and Oldfich Kosaf before the delivery flight to Greece. A photo of two Avia B-534 in the year 1941 at an airfield in the Argos.
- #7. Hystoric a vojenstvi 3/1999 (Czech magazine), "Aircraft Industry Yugoslavia and Rumania". Yugoslavia sent five Avia BII-33 in the Spring of 1935 to the Greek government to help repress the insurrection of the Venizelists people.
- #8. Air war for Yugoslavia, Greece and Crete, Grub Street, Great Britain. Six Avia B-534 fighters acquired in 1937 from Czechoslovakia.

### Avia Bs-122 and Aero A-304 in Bulgarian Air Force

- #1. Wings Of Fame, Volume 13, Great Britain, "A Decade of Air Power Bulgaria 1940-1949". A photo of one of the Avia B-122 acrobatic trainers were in

# Rhodesian Vampires

Andy Thomas

During the early 1950's, the Government of the self-governing British Colony of Southern Rhodesia ordered a batch of single and two-seat Vampire fighterbombers from the de Havilland Co in the UK. The aircraft were to re-equip the existing Southern Rhodesian Air Force (SRAF) fighter squadron and to enable the colony to more effectively fulfil its broader Commonwealth defence responsibilities. In 1953, an order for 16 Vampire FB 9s was placed and the first one, serialised SR101, was delivered on 27 November. The existing fighter unit, No 1 Squadron, then began to replace its Spitfires with these jets and the final one, SR110, arrived on 13 October 1954. These single seaters were followed by an order for 16 two-seat Vampire T 11s, the first batch of which was delivered on 10 March 1955 and the last few by the following January. These were originally given the serial numbers SRAF (later RRAF) 116-131. However, when the Hunters were delivered in 1963 the Vampires were renumbered as RRAF 400-414 respectively. In 1968, possibly as a security measure, the RRAF introduced a "random" serial system whereby the squadron number was inserted in a set pattern into the serial number which at the same time became prefixed 'R' in place of RRAF. The surviving aircraft thus became R2400-R4213.

That month saw the formation of No 2 Squadron of what had now become the Royal Rhodesian Air Force (RRAF) to provide advanced flying training, though this unit was disbanded in June 1957 and its staff pilots posted to No 1 Squadron. This front-line squadron drew much praise in September when it flew an immaculate formation of 12 Vampires over Salisbury during the Battle of Britain day parade. This unit maintained the RRAFs "teeth" through the late 1950's and in January 1958 detached for the first of several tours to Aden to fly alongside the RAF and assist in combating tribal insurrections in the Protectorate. Later. In 1958, No 2 Squadron was reformed to provide advanced flying training with some of the Vampires, but it was soon disbanded again when its staff pilots were posted to Canberra conversion courses in the UK.

No 2 Squadron was again reformed in March 1960, again as a flying training unit providing a basic course on the Provost T 52 with advanced work on the Vampire FB 9 and T

11. The jets were also available for day fighter duties to back up No 1 Squadron within the Federation and a detachment joined No 1 Squadron at Ndola in Northern Rhodesia in December 1961 during the Katanga crisis for example.

When No 1 Squadron re-equipped with the Hunter in 1963, No 2 Squadron became the sole Vampire operator, acting as an advanced flying training school (AFTS) and operational conversion unit giving weapons and tactical training to fledgling RRAF pilots. However, fatigue life for the FB 9s was running out and with the withdrawal of the life-expired FB 9s in 1964, the squadron concentrated on the two-seaters. The outbreak of terrorist activity during the mid 1960's led to some operational work for the Vampires, some of which were used for border reconnaissance patrols. The RRAFs Vampires made their first air strikes during Operation Cauldron in March 1968 and further attacks were made during Operations Griffin and Mansion. By the early 1970's, fatigue was catching up with the original UK-delivered T 11s and these were gradually withdrawn. However, Vampire strength of what had now become the Rhodesian Air Force (RhAF) was maintained by the delivery of ex-South African Air Force (SAAF) Vampire FB 52 single and T 55 two-seaters. These too were allocated "random" serial numbers with the 'R' prefix. The last of the original Vampires T 11, R4032 (formerly XE823), was finally withdrawn on 2 November 1977. However, the ex-SAAF aircraft maintained their training and ground attack duties through the long Bush War until the ceasefire in 1979. A few remained in service with the Air Force of Zimbabwe into the early 1980's until being honourably retired.

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[Editor's note: Andy Thomas is a coauthor of the book "Britain's Rebel Air Force" which details the story of the Rhodesian Air Force during the long Bush War which led to the formation of Zimbabwe. It is published by Grub St Publishing, The Basement, 10 Chivalry Road, London SW11 1HT, England.

## Czech Aircraft in Foreign Service (continued)

the early 1940s by the Fighter School for introducing student pilots to the art of air combat. In the year 1939 Bulgaria purchased 29 Avia B-122 trainers and one Aero A-304 photo-aircraft. In January 1940, the 2nd Fighter Orlyak, airfield Karlovo, 253rd Yato (training) had 10 Avia B-122. The Aerobatics School had 19 Avia B-122.

#2. Sojuznitsy Luftwaffe 1, Books International, Poland. A photo of Avia Bs-122 (different from that in Reference #1). Bulgaria purchased 12 Avia Bs-122; used at airfield Kazanlyk 1940.

#3. Bulgaria Sojuznitsy Luftwaffe 88, Militaria, Poland. A photo of Avia Bs-122 on airfield Lovech 1942-1943. Avia Bs-122 were given Bulgarian name 'Osa' (Wasp). The number of aircraft used in Bulgaria was 27. The Aero A-304 was given the Bulgarian name 'Pelican'.

#4. Letectvi + Kosmonautika 4/1988 (Czech magazines). A small and a photo incorrectly identified

as the Bulgarian A-304. In 1941, Bulgaria received one A-304 which was used 1942/43 for coastal patrol. Later transferred to the transport role.

#5. Letectvi + Kosmonautika 5/88 (Czech magazine) A color drawing of the Bulgarian Aero A-304.

"I am interested in more information about these aircraft, especially photographs (photocopies, CD ROM, etc.) I'll cover postal charges and enter into exchanges in fair play."

Marcel Kares (SAFCII #1612), Nalzoyske Hory 41/1 34173, Czech Republic.

[Ed: Marcel and I seem to have the same references. The only additional information I found was in Sid Napier's article Avia B11-33E in Yugoslav Service which was simultaneously published in Mushroom Model magazine 6/3 and Small Air For-

ces Observer April 2002. This article is the story of the Avia B11-33 in Yugoslavia. However, there is a mention of Greek Avia B-33: "In the meantime, in 1935, five of the Avia fighters on the strength of the pluk charged with the defence of Beograd, and 12 Breguet Bre 19B2s from the pluk at Skopje, were either loaned, leased or sold to Greece, where they were used to combat insurgents. One Avia was later returned to Yugoslavia and reinstated in the VVKJ inventory, but four were retained for service with the EVA, and three of these are known to have undergone repairs or overhauls in 1938. The four ex-VVKJ Avias, together with two Avia B.534 vz. II fighters on charge to 24 Mira, account for the six Avia fighters shown on the EVA Order of Battle for October 28, 1940, and were apparently only withdrawn from service sometime before April 1941. It may therefore be assumed that, if the five Avia fighters were originally loaned or leased to Greece, four were subsequently purchased, whether in 1935 or later."]

### Rhodesian Vampire FB 9

Rhodesian Serial	Delivery Date	Former RAF Serial	Fate/Remarks
100	02.02.53	WX236	FLC ca 3.63. Once displayed at New Sarum
101	27.11.53	WX237	Cr at Moffat airfield nr Gwelo 21.12.64. Fg Off H Elliot killed
102	30.11.53	WX238	FLC 14.3.63
103	02.12.53	WX239	Coll with 108 over Thornhill 6.5.59. Sqn Ldr C Graves killed
104	27.04.54	WX240	Crashed near Que Que 9.2.61. Off Cdt E Carey killed
105	27.04.54	WX241	FLC 3.63. Broken up for spares 12.71
106	27.04.54	WX259	Crashed near Selukwe 22.6.64. Fg Off B Mc Kerron killed
107	27.04.54	WX260	FLC ca 3.63. Broken up for spares 12.71
108	20.07.54	WX231	Collided with 103 over Thornhill 6.5.59. Fg Off J F du Rand baled out
109	20.07.54	WX232	Hit Billingwe Peak 1.7.60. Plt Off J Roberts killed
110	13.10.54	WX233	Crashed into ground near Wedza 21.8.56. Off Cdt D P Garrett killed
111	11.10.54	WX235	FLC 20.11.63
112	20.07.54	WR199	FLC 11.1.64. Now held in Gweru Military Museum
113	20.07.54	WX112	FLC ca 1963. Became engine test-bed 23.7.69. Later scrapped
114	20.07.54	WX228	FLC 26.3.64
115	20.07.54	WX219	FLC 1.1.64

Rhodesian Serial prefixed SRAF & later RRAF.

FLC = Fatigue Life Complete

### Rhodesian Vampire T 11

Rhodesian Serial	Delivery Date	Former RAF Serial	Fate/Remarks
116/400/2400	10.3.55	XE816	Broken up for spares 21.7.71
117/401/4201	10.3.55	XE817	FLC 25.4.74. Became ground instructional airframe
118/402/4022	10.3.55	XE818	FLC 31.10.74
119/403/4032	10.3.55	XE823	FLC 2.11.77
120/404/4024	10.3.55	XE824	Withdrawn - bulkhead crack - 7.1.76
121/405/4205	4.5.55	XE825	Crashed on conversion sortie near Selukwe 4.11.73. Air Sub Lt P M Bates ejected
122/406/2406	4.5.55	XE819	FLC 5.9.77
123/407/4207	4.5.55	XE826	FLC 3.7.72
124/-/-	4.1.56	XE939	Crashed near Marandellas 8.1.57. Fg Off B Homey/ Off Cdt R J Gaunt
125/409/4092	1.1.56	XE940	FLC 4.5.77. Became gnd instructional airframe
126/410/2410	1.1.56	XE941	FLC 4.9.76
127/411/4211	1.1.56	XH268	FLC 16.8.74
128/412/-	1.1.56	XH269	crashed on training flight near Selukwe 25.1.68. Flt Lt J Barnes/Fg Off G Munton-Jackson ejected
129/413/4213	1.1.56	X11270	FLC 9.4.73
130/414/-	1.1.56	X11275	Crashed near Selukwe 23.2.65. Fg Off F D Janecke/Off Cdt W Buckle ejected

Rhodesian Serial (pre 1963/post 1963/post 1968)

### Rhodesian Vampire FB 52

Rh AF Serial	Previous SAAF Serial	Transfer Date	Fate/Remarks
R8128	211	Nov 74	Transferred to AFZ. Withdrawn FLC 15 Apr 81
R1829	216	Jan 75	Transferred to AFZ. Withdrawn FLC 18 Feb 81
R1380	234	Jan 75	In AFZ Museum, Gweru
R1318	249	Jan 75	Crashed during training flight near Thornhill 13 Jan 77. Air Sub Lt N Lamb baled out
R1382	252	Feb 77	Transferred to AFZ. Withdrawn FLC 2 Sep 81
R1833	?	Mar 75	Crashed on training flight near Que Que 21 Oct 76. Flt Lt R R Hulley killed
R8134	215	Feb 77	FLC 7 Dec 78
R1835	245	Dec 74	Stored ca 1979
R1386	250	Jan 75	Crashed near Umtali returning from an operational strike 23 Nov 77. Air Lt P W Haig killed
R1378	251	Feb 75	Transferred to AFZ. FLC late 81

Total 10 aircraft transferred from SAAF circa mid 1970's.

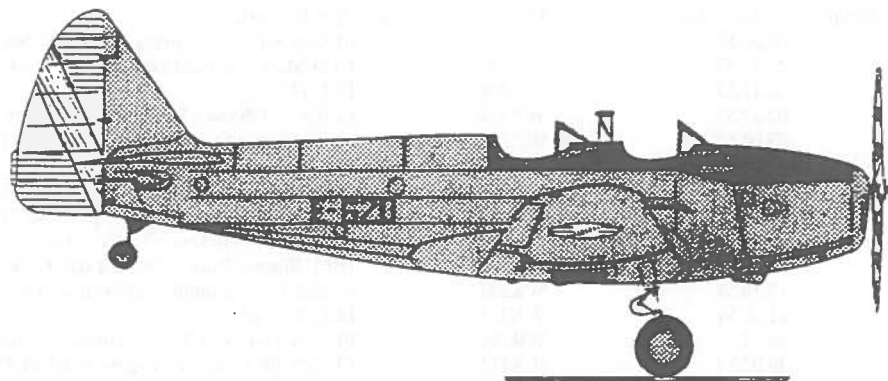
Some sources quote three additional aircraft, R1388, R1839 & R8140 as entering service, but no trace of delivery or service can be traced

### Rhodesian Vampire T 55

RhAF Serial	Previous SAAF Serial	Fate
R4152	277	FLC 23 Nov 78
R4126		FLC 15 Sep 77
R4217	269	FLC 24 Mar 80
R2418	271	FLC 14 Aug 79
R4219		Grounded as rogue a/c 17 Jun 75
R4220		Transferred to AFZ. FLC 1 Jun 82. In AFZ Museum, Gweru
R4221		no information
R4222		Crashed near Thornhill during training flight 4 Aug 72. Air Sub Lt D D Brown killed
R4223		Crashed after takeoff from Thornhill 3 Jun 75. Off Cdt P M Delpont killed
R2424		no information

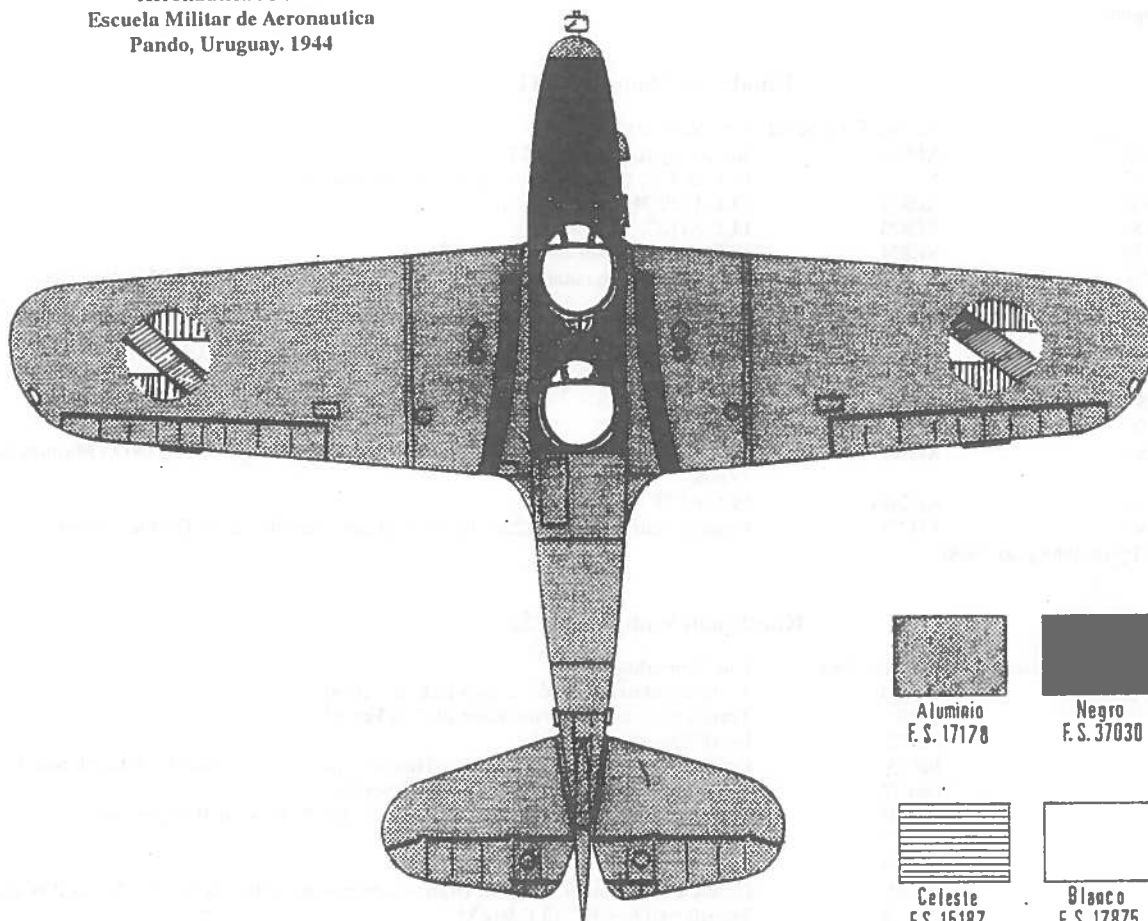
Total 10 aircraft transferred from SAAF circa 1969.

Some sources quote an additional 11 aircraft with serial numbers R4225, R4226, R4272, R4228, R4292, R4320, R4231, R44332, R4323, R4324 & R4235 but no information has come to light.



## Uruguayan Fairchild PT-19

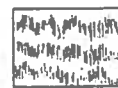
Aeronautica Militar  
Escuela Militar de Aeronautica  
Pando, Uruguay. 1944



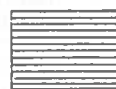
Aluminio  
F.S. 17178



Negro  
F.S. 37030



Madera



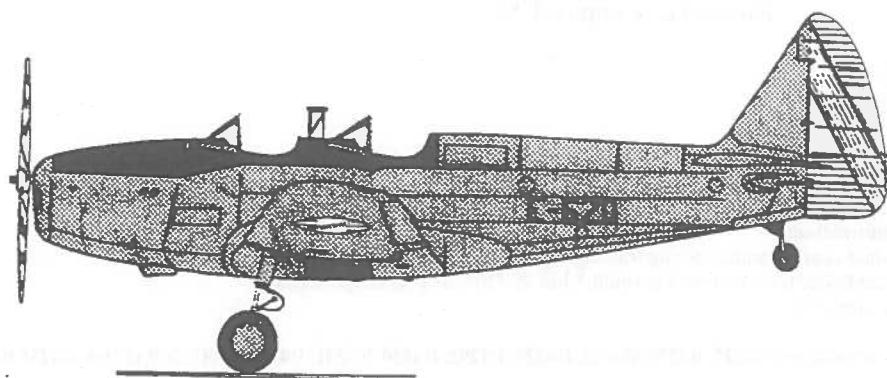
Celeste  
F.S. 15187



Blanco  
F.S. 17875



Rojo  
F.S. 11086

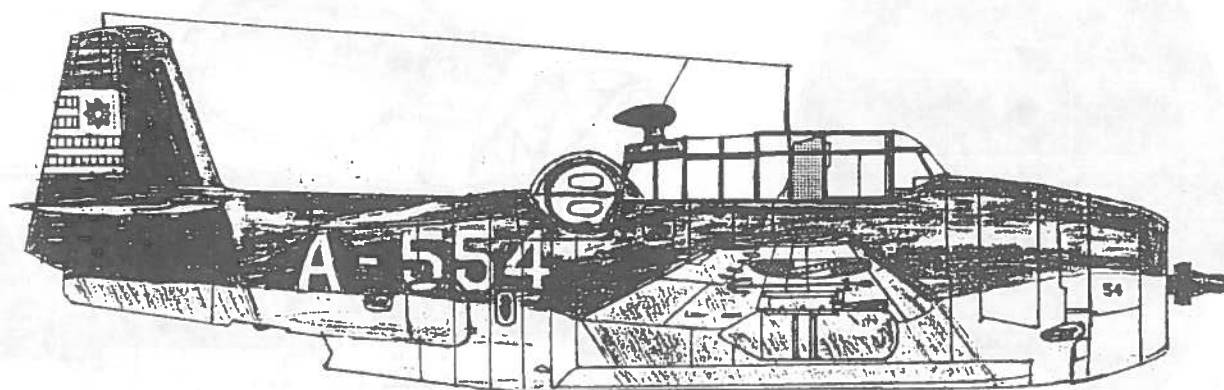


*Pedro Otto Cerozav*  
20-06-95

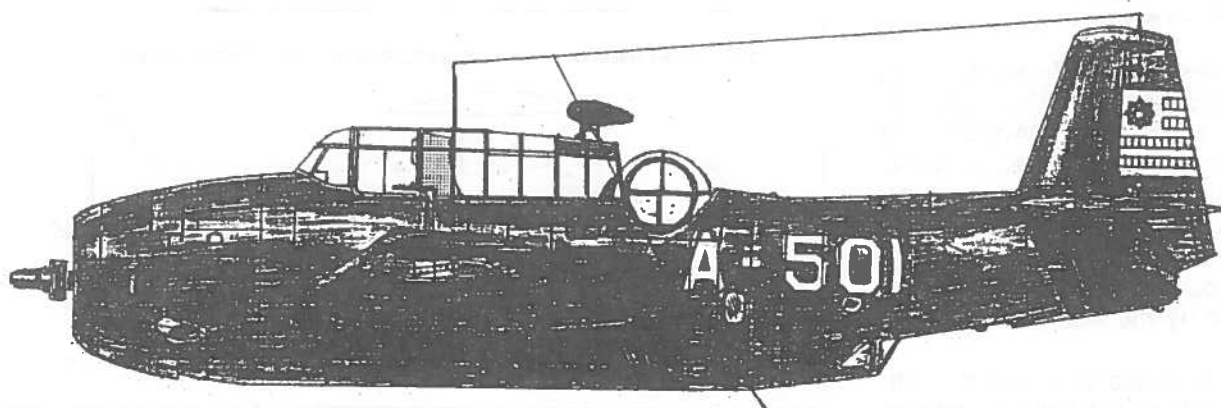
Pedro Otto Cerozav



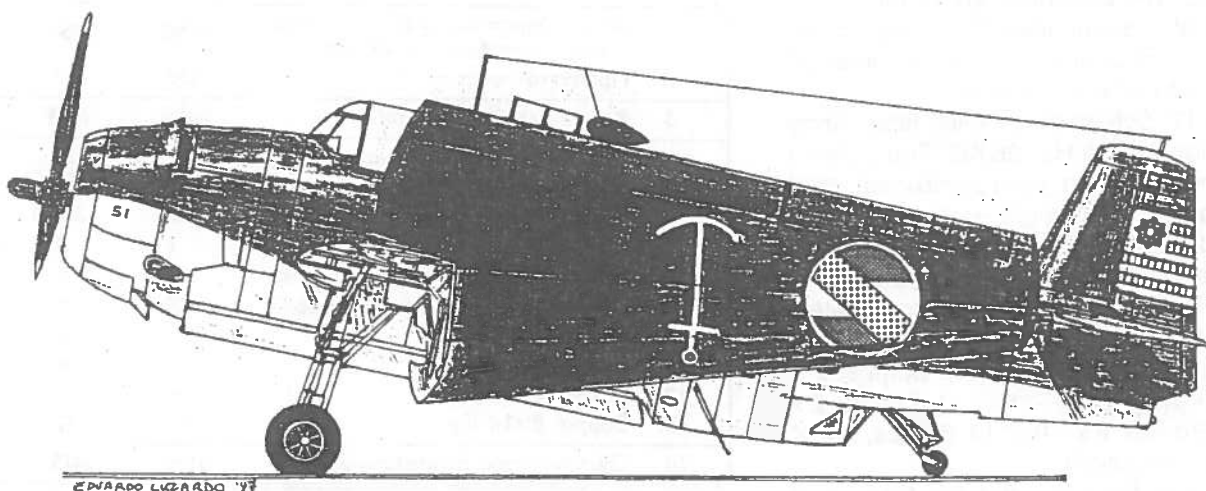
## Uruguayan Grumman Avengers



**A-554 TBM-3E 1949-1951**



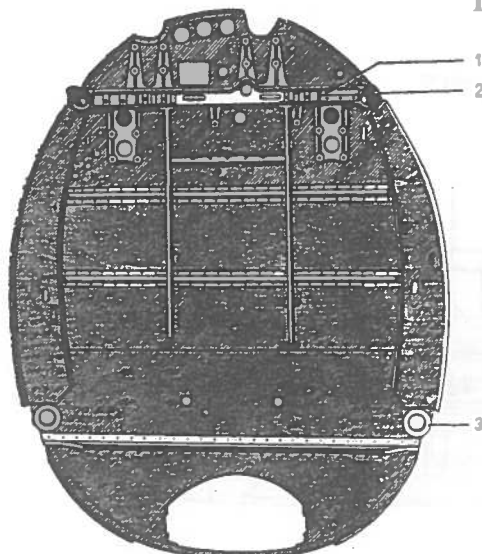
**A-501 TBM-1C 1955**



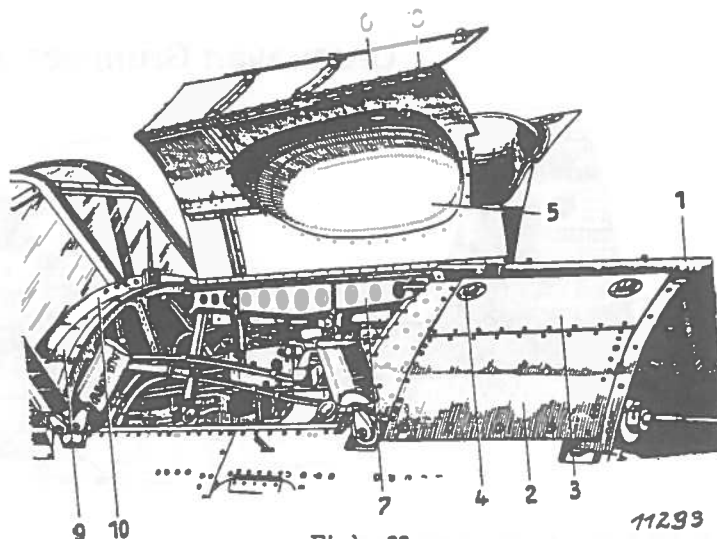
**A-331 TBM-1C 1949-1953**

All aircraft are sea blue gloss and light grey (except A-501, which is overall sea blue gloss). The flag on the rudder is white with four sky blue stripes and a sun in two shades of yellow. The national insignia is in four positions on the wings and there is a white anchor on the upper side of the port wing and a black anchor on the underside of the starboard wing (white on A-501)

## The Hellenic Henschels Update



Εικών 4.  
Έμπροσθιον πλαίσιον 0.  
(Όφως κατά φορέν πτήσεως)



Εικών 23.  
Δεξιά επικάλυψις έμπροσθίου τμήματος.

ΠΑΡΑΡΤΗΜΑ 17

The differences between the Henschel Hs 126K-6 operated by the *Elliniki Vassiliki Aeroporia* (EVA) and the Hs 126A-1/B-1 used by the Luftwaffe were described in SAFO #104. Three of these differences can now be shown by the illustrations Nos. 4, 23 and 212 in the major maintenance manual, the *Egheiridion Aeroplanou Hensel Hs 126K6*, reproduced here by the kind permission of Yannis Trypitsis.

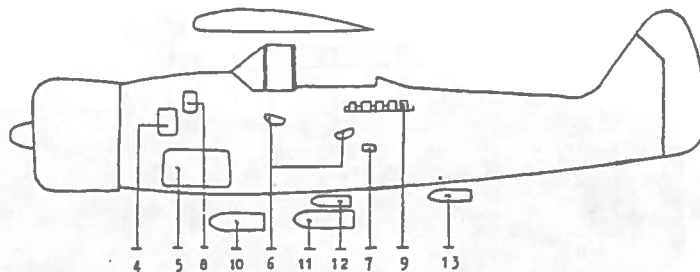
Figure #4: Front bulkhead "0" viewed from aft. Note asymmetrical layout of the gun troughs on top and the hot air vent channel at bottom.

Figure #23: The blister fairings for the bulkier breeches and ammunition feed lines of the 7.92mm FN Brownings. Note the gunsight bead in front of the windshield.

Figure #212: Schematic Loading table, Army Cooperation Aircraft Hs 126 K6. (Translation.) H4/I Camera installed; H3/II Bomb load; H3/III Bomb load. 1. Dry weight, incl. engine and airscrew. 2. Additional Load; 3. Weight, equipment installed; 4. Lubricating oil, 35 litres; 5. Fuel, 540 litres; 6. 2-man crew with parachutes. 7. Flares; 8. Fixed guns & ammunition; 9. Observer's gun & ammunition; 10. Bombs, 2 x 50kg (250kg is printer's error); 11. Bombs, 2 x 50kg; 12. Bombs, 8 x 14kg; 13. Bombs, 8 x 14 kg; 14. Takeoff weight.

1. Above figures valid for total load depending on mission. Ballast may be carried at appropriate positions instead of items not installed. 2. Two-man crew at all times. 3. Aft bomb racks not to be used if reduced bomb load carried, 4. Bomb release sequence: aft racks first, midship racks next, front racks last. Sid Napier (SAFCH #1521), Burgstrasse 2, CH-4107 Ettingen, Switzerland.

### ΣΧΕΔΙΑΓΡΑΜΜΑ ΦΟΡΤΩΣΕΩΣ ΑΕΡΟΠΛΑΝΟΥ ΣΥΝΕΡΓΑΣΙΑΣ Hs 126 K6



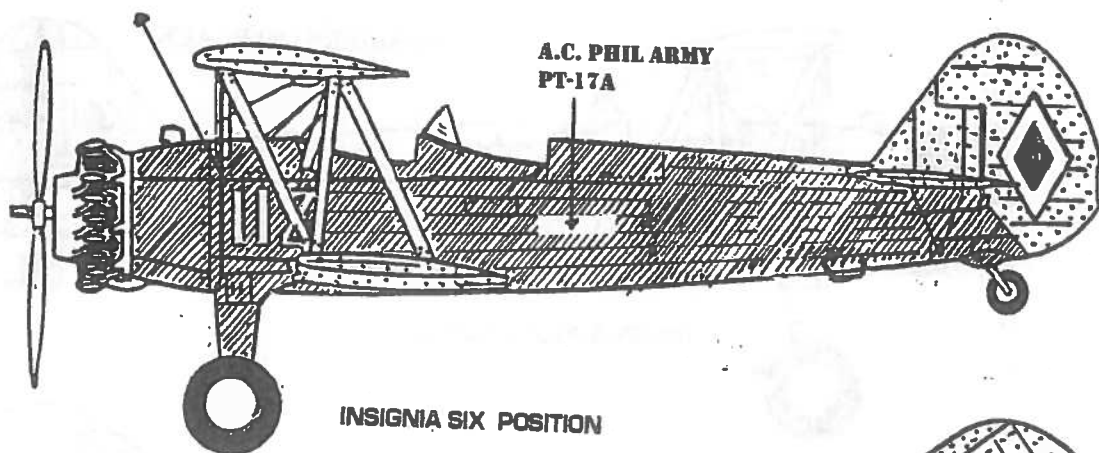
Αριθ.	Όνομασία	H 4		
		Εγκατάστασις Φωτομηχανής χιλγρ.	II Βόμβαι χιλγρ.	III Βόμβαι χιλγρ.
1.	Βάρος αεροπλάνου άνευ φορτίου μετά κινητήρος και έλικος	2150	2150	2150
2.	Πρόσθετον φορτίον	336	313	315
3.	Βάρος μετά εξοπλισμού	2486	2463	2465
4.	Έλαιον λιπάνσεως 35 λιτρ.	32	32	32
5.	Βενζίνη 540 λιτρ.	414	414	414
6.	Πλήρ. 2 ανδρών μετ' άλεξιπτώτου	200	200	200
7.	Φωτοβολίδες	1	1	1
8.	Πυρομαχικά διά σταθ. πολυβόλα	25	25	25
9.	Πυρομαχικά διά κινητόν πολυβόλ.	28	28	28
10.	Βόμβαι 2x250 Kg	—	100	100
11.	Βόμβαι 2x50 Kg	—	100	—
12.	Βόμβαι 8x14 Kg	—	—	112
13.	Βόμβαι 8x14 Kg	—	112	112
14.	Όλικόν βάρος αεροπλάνου	3186	3475	3489

- Τό σχεδιάγραμμα τούτο ισχύει μόνον όταν αεροπλάνον φέρει πλήρες φορτίον τό όποιον ανταποκρίνεται εις την άποστολήν του (ίδε οδηγίαις φορτώσεως). Έλλείποντα τμήματα δέον ν' αντικατασταθύν δι' έρματος τού αυτού βάρους εις την αυτήν θέσιν.
- Τό πλήρωμα άποτελείται πάντοτε έκ δύο ανδρών.
- Έν περιπτώσει μη πλήρους φορτίου βομβών παραμένουν οι όπίσθιοι φορείς κενοί.
- Κατά την άπόρριψιν των βομβών ισχύει ό κανών: 'Η άπόρριψις νά άρχεται έκ των όπισθεν.

# Stearman PT-17

## 112

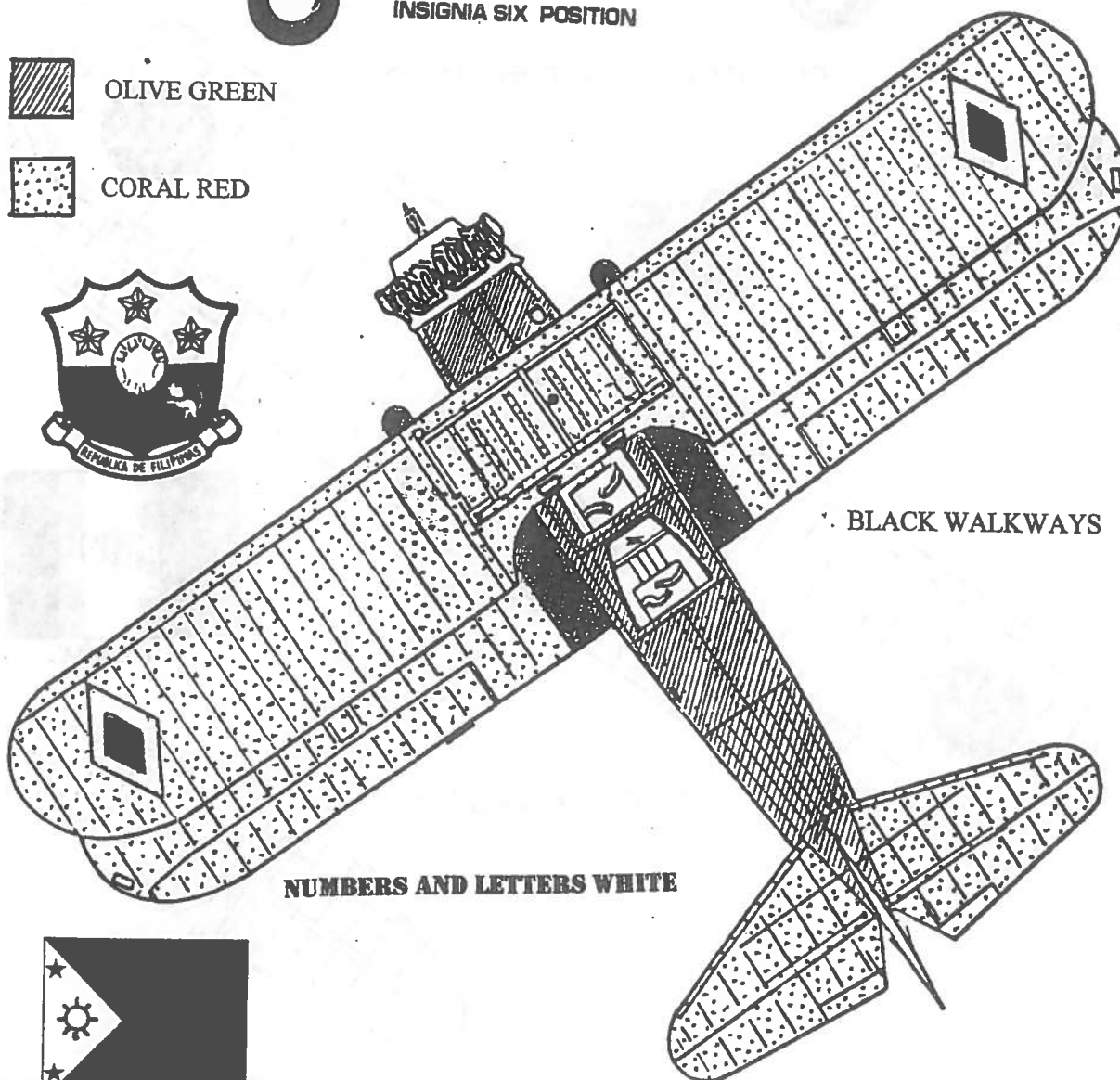
## PHIL ARMY



OLIVE GREEN



CORAL RED

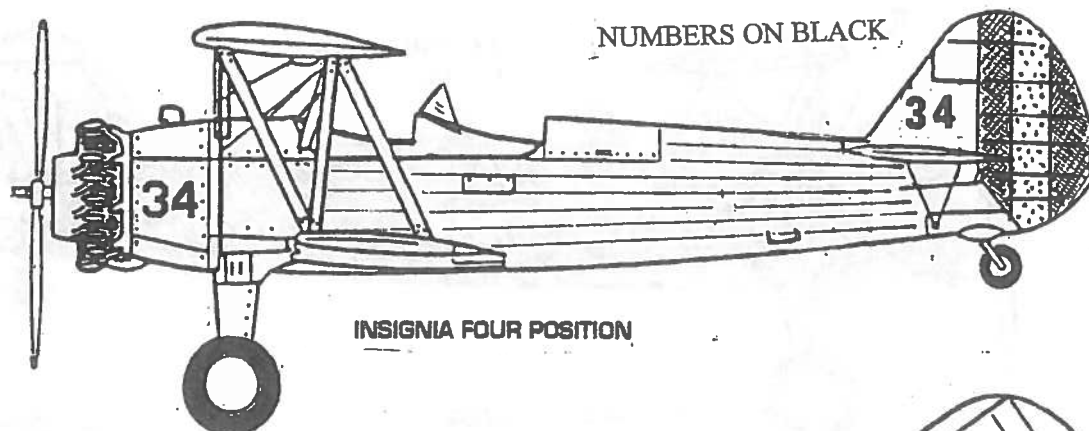


FILIPINAS

CAP JORGE DELGADO P.  
(SAFCH # 862)

# Stearman PT-17

FUERZA AEREA GUATEMALTECA



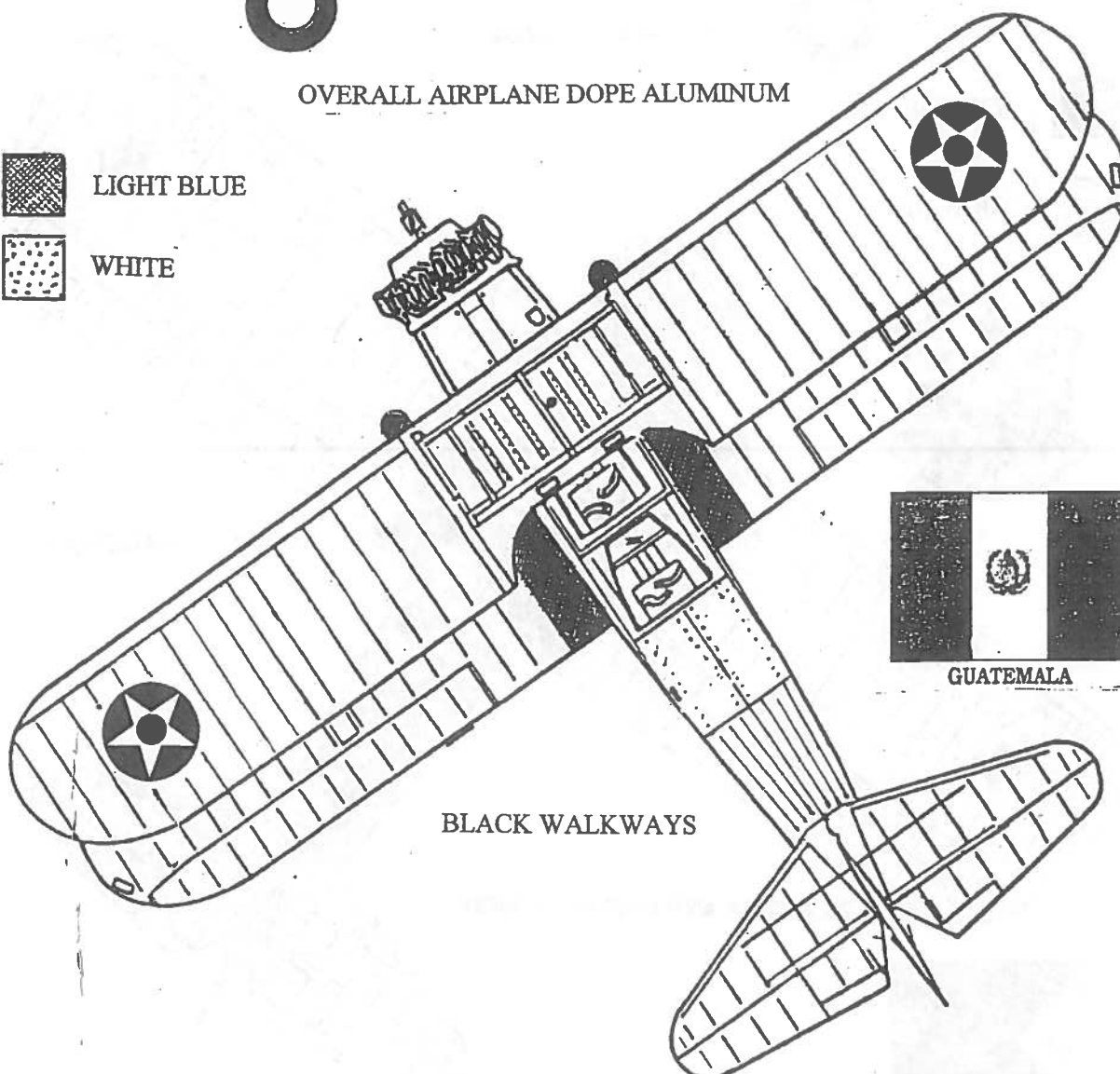
OVERALL AIRPLANE DOPE ALUMINUM



LIGHT BLUE



WHITE



GUATEMALA

CAP JORGE DELGADO P.  
(SAFCH # 862)

**Caproni Ca. 310, Profiles in Norway** Nr. 1, by Arild Kjæraas, 32 pages.

This magazine-format publication provides an excellent account of the Italian light bomber in service in Norway. The text is presented in parallel Norwegian and English columns. The English is extremely fluent. It does not seem like a translation; I assume Mr. Kjæraas is bilingual. The text is surpassed by the illustrations. There are dozens of well reproduced black and white photos, 1/72<sup>nd</sup> drawings, and six color profiles. There is even a photo and a drawing of the cockpit interior.

The profiles include a Ca. 310 in pre-war markings of the national airline (DNL) and another of the undelivered Ca. 312bis. The other four profiles represent each of the four Ca. 310s in service when the Germans invaded. Color samples of the illustrations can be viewed at the Eagles over Norway website, [www.stormbirds.com/eagles/norprofiles/index.htm](http://www.stormbirds.com/eagles/norprofiles/index.htm). There is also a list of planned future titles. (The MF 11 is next.)

The text includes an article on flying the Caproni by a Norwegian pilot, Edmond Jaquet, and a section on modeling the 310. The only criticism I can make is a typo on p.7. In the English column, the chart listing ferrycrews refers to '503' as '502'. (The Norwegian column is accurate.)

I must admit to knowing little about this aircraft. If there are factual errors, I couldn't tell. It certainly seems to be a well-researched labor of love. The cost is approximately US\$14, plus postage. You can order by credit card on a secure order form at [www.stormbirds.com/eagles/norprofiles/caproni310\\_order.htm](http://www.stormbirds.com/eagles/norprofiles/caproni310_order.htm). Delivery to New York took less than two weeks. Postal address: Arnild Kjæraas, P.O. Box 119, N-3162 Andebu, Norway. Walt Noiseaux (SAFCH #1574), PO Box 181, Syracuse, NY 13201; [wfn@hotmial.com](mailto:wfn@hotmial.com).

**British WW I Aircraft in the Polish Air Force**, by Tomasz Kopanski. Mushroom Model Magazine Special. Hard cover. 18 cm by 25 cm, 88 pages.

Although this reviewer has a collection that he fanaticizes contains all the books on the Polish Air Force written in English (and many other written in Polish), this book is a most welcome addition to my collection. Each aircraft type used by the Poles in the period immediately after the end of WWI during their conflicts with the Ukrainians and Bolsheviks. The book begins with a 6-page "Introduction" which describes the aircraft available to the Polish Air Force at the time the nation regained its independence in 1918 and the subsequent efforts to obtain aircraft from abroad. A table delineates the number of British aircraft that were taken into the inventory of the Polish Air Force by type of aircraft and nature of the acquisition (Gift, Purchase, War Prize, and Other). A total of 146 British aircraft are listed.

The bulk of the book is devoted to describing each aircraft type in a chapter whose length is commensurate with the aircraft's importance in Poland. Bristol F2B Fighter (40 pages): By far the largest number of any British type employed by the Poles; 107 were purchased from Handley Page. Included with the very informative text are 52 photos, table listing Bristol accidents in Poland, a table connecting British serials to Polish 'evidence' numbers, and a b&w side-view drawings. The colour profiles at the end of the book included a color 4-view drawing and 7 color side-view drawings.

Sopwith Dolphin (6 pages) Although 10 Dolphins served with the PAF, no photos are known to exist

of a Dolphin in PAF markings. This chapter contains 3 photos of RAF Dolphins and a 'conjectural' b&w side-view drawing of Dolphin 21.08 of the 19 Eskadra Mysliwska.

Martinsyde Buzzard (2 pages) Only one Buzzard served in Poland. Two photos and a color 3-view drawing shows the aircraft of General Zagorski in its familiar red and white stripes

Sopwith Camel (2 pages) Only one Camel served in Poland. This was the private property of LT Kenneth Murray of the Kosciuszko Eskadra. Three photos and a color 3-view drawing shows this aircraft carrying the familiar badge of this famous unit.

SE 5a (4 pages) Two SE 5a were brought to Poland by the Handley Page sales team. One was almost immediately destroyed in an accident while the other went on to serve in the Russo-Polish War. There are 3 photo of these aircraft and 2 photos of two SE 5a that were used for skywriting in Poland in 1926 while retaining their British civil registration. (There are two color profile of these aircraft; one in PAF markings and the other in British civil markings.)

Arco DH 9 10 pages) The second most prolific British aircraft in Polish service with 20 machines, the DH-9 coverage includes 16 photos, 3 color 2-view drawings, 3 color side-view drawings, and a table listing shipment details.

RE 8 (2 pages) Includes 2 photos and a b&w side-view drawing of a captured RE 8 still carry the Bolshevik red star.

Aver 504K (1 page) Only one 504K (of unknown origin) served in the PAF; includes one photo.

HP 0/400: (4 pages) One 0/400 was brought to Poland by Handley Page for potential use by a Polish airline. Six photos and a color 2-view drawings shows the aircraft carrying registration G-EAMD.

Sopwith 1 Strutter (5 pages) One 1 Strutter was captured from the Bolsheviks. There is one photo of this aircraft and 4 photos of a visiting Romanian 1 Strutter.

The main text is complimented by five Appendices (Glossary, Notes; Polish Air Force Ranks, Bibliography, and Colour Profiles).

This book is well produced on high-grade paper, with excellent reproduction of then photos, and beautifully-rendered color drawings. The hard cover and the sturdy binding will stand up to the many hours of enjoyable reading this book deserves. Mushroom Model Publications is to be congratulated on marking this important book available to the English-reading audience. This book is highly recommended to anyone interested in the Polish air force no matter how large their library. In addition, it is a gem for any modeler interested in the aircraft of WWI in unusual markings. Fortunately, injection-molded 1/72-scale kits are readily available for all these aircraft except the Dolphin, Buzzard, DH 9. and RE 8.

**Rhodesian Air Force, The Sanctions Busters**, by Winston Brent. Freeworld Publication, PO Box 12563, Nelspruit 1200, South Africa. E-mail: [afmil@global.co.za](mailto:afmil@global.co.za).

This, the ninth in a series of very interesting publications from South Africa, consists of 192 A-4 size pages between soft covers. The high-quality glossy paper allows excellent reproduction of the many b&w and color photos.

The story of the Rhodesian Air Force is told from the formation of the Air Unit in 1935 through various name changes beginning with the Southern

Rhodesian Air Force in 1939. It became the Royal Rhodesian Air Force when the Federation of Rhodesia and Nyasaland was formed after WW2. This name was retained even after the breakup of the Federation in 1963, but the prefix 'Royal' was dropped in 1970. The name Rhodesian Air Force was retained after the 'UDI' (Unilateral Declaration of Independence) in 1965. In 1980 the Rhodesian Air Force became the Air Force of Zimbabwe.

A statistical review of the chapters should give some idea of the contents: Chapter 1: "A Brief History" 12 pages including 26 photos. Chapter 2: "Brief Unit Histories" 29 pages including 20 b&w and 29 color photos. Chapter 3: "The Sanction Breakers" 33 pages including 26 b&w and 21 color photos. Chapter 4: "SAAF Involvement 1967-1974" 14 pages including 22 b&w photos. Chapter 5: "SA Police Out - SAAF Remain 1975-1980" 12 pages including 13 b&w photos. Chapter 6: "SAAF Canberra Operations" 6 pages including 3 b&w photos. Chapter 7: "The End in Sight" 4 pages including 5 b&w photos. Chapter 8: "Individual Aircraft Histories" 60 pages including lots of photos. Chapter 9: "Crash Log" 10 pages including 15 photos. Chapter 10: "Roll of Honor" 2 pages.

In Chapters 3-7, much previously sensitive information about the 'UDI' period is presented, such as the methods used to smuggle in combat aircraft during the UN blockade and the participation of the SAAF in missions against incursions from adjacent countries. These chapters will of greatest interests to aviation enthusiasts engrossed in the recent history of this part of the world, and is probably as close to primary sources as the armature historian will ever get.

The aircraft enthusiast and the modeler will probably be most enchanted by the "Individual Aircraft Histories" in Chapter 8. This chapter begins with a list of serials for the pre-war Southern Rhodesian Air Force. This list include 6 Haris, one Tiger Moth, 4 Rapides, 6 Audaxs, a Leopard Moth, an Auster J/1, a C-47, and 3 Ansons. The presentation then proceeds with an alphabetical listing. Aeromacchi AL60B2 Trojan (2 pages including 3 photos). Sud Aviation SE3130 Alouette II (1 page including 1 photo). Sud Aviation/Aerospatiale SA3116/319 Alouette III (9 pages 11 photos. Augusta-Bell 205A-1 Cheetah (2 pages 4 photos. Beech 95 C55 baron (1/8<sup>th</sup> page). Beech 421A Golden Eagle (1/4<sup>th</sup> page 1 photo). Britten-Norman Islander (2 pages 3 photos). Canadair C4 Argonaut (1 page 1 photo). De Havilland DH82A Tiger Moth (1 page). De Havilland DH89A Rapide (1/8<sup>th</sup> page). De Havilland Vampire FB9/T11 (5 pages 7 photos). Douglas C-47 Dakota (4 pages 5 photos). Douglas DC-7C (1 page 1 photo). English Electric Canberra B2/T4 (4 pages 6 photos). Hawker Hunter FGA9 (4 pages 6 photos). Hunting Pembroke C1 (1 page 1 photo). Hunting Provost T52 (3 pages 3 photos). North American AT-6 Harvard (5 pages 12 photos). Reims Cessna 171B337G Lynx (3 pages 3 photos). SIAI-Marchetti SI260 Ganet (3 pages 5 photos). Supermarine Spitfire Mk22 (8 pages 11 photos). There are many more photos of these aircraft in the other chapters, for unlike many books of this type, most of the photos are of aircraft and not people.

The two end pages contain drawings of squadron badges and badges of rank which, inexplicably are not in color.

The only thing I missed in the book was discussion of the evolution of the national insignia. While much information can be gained from a study of the photos, it would have been nice to see the connec-



tion between the national insignia and the changing name of the Air Force. [Ed: This topic has been presented in other sources, e.g. Scale Aircraft Modelling, August 1982 (includes a decal sheet of 'lion' national markings) and Insignia Magazine, Summer 1999. However, it would have been nice to see the complete set of insignia illustrated in color in one place.]

This book is highly recommended to anyone interested in African aviation and to anyone trying to build a library (or model collection) on the aircraft of the small air forces. It can be purchased from the printer at the address above for R95 (1 rand is approximately 0.14 US \$) plus postage.

Other volumes available from the printer are: #2 The Eagles of Swartkop: South Africa's First Military Air Base (R60); #3 Canberra in South African Service (R60); #4 Eye in the Sky: A brief History of the SA Police Service Air Wing (R70); African Air Forces (R135); #7 Passion for Flight (R90); #8 2 Squadron in Korea (R95); #10 Serve to Save: The South African Air Force at Sea (R95); and Springbok: SAAF Fighter Operations 1939-1945 (R95).

[Ed: Two of these titles (#8 and #10) are available from the SAFCH Sales Service.]

**Mai 1941: La Luftwaffe a l'Assaut de la Crete**, by Jean-Louis Roba. Batailles Aeriennes #24. Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 11.00 Euros plus postage. E-mail: leal.presse@wanadoo.fr.

Regular readers of this column will need no introduction to this excellent series from France. While the text is entirely in French, the number and uniqueness of photos and the quality of the color illustrations makes these books highly informative to even the non French-reading enthusiast.

The story of the German invasion of Crete is told in the usual Batailles Aeriennes style: 80 A-4 size pages of superbly reproduced photos and colorful side-view drawings. The first 33 pages present the German redeployment in preparation for the invasion including the softening up of the defenses. These pages include 69 photos. [Ed: Of particular interest are two photos of Brewster Buffalo 'Z' of 805 Squadron RN at Maleme. These are the first photos I've seen of a Buffalo on Crete and they will allow an important addition to my proposed collection of Buffalo models.] The next 33 pages are a day-by-day account (20 May to 1 June 1941) of the invasion and the subsequent ground and air actions. These pages include 75 photos. A 5-page "Conclusion" includes 12 photos (with two photos of the remains of Buffalo 'Z').

The "Fiche monographique" is on the Junkers Ju 52/3m g7c and includes 4 color side-view drawings and two color photos. Other color side-view drawings include: Blenheim Mk.IF, Hurricane Mk.I, SAAF Martin Maryland (2), Do-17Z, Ju 87 R (2), and Bf 109 E-7 (4). One map shows the objectives of each airborne-invasion group. Another very interesting map shows the range of the Ju 87 and Ju 88 operating from the available German airfields along with the location of Royal Navy ships damaged or sunk in the waters between Greece and Egypt. The Royal Navy took a tremendous beating, losing the Juno on the 21<sup>st</sup> south-east of Crete; the Gloucester and Greyhound on the 22<sup>nd</sup> between Greece and Crete; the Kashmir, Kelly, and Fiji on the 23<sup>rd</sup> south of Crete; the Imperial and Hereward on the 29 north of Crete, and the Calcutta on 1 June off the coast of Egypt. In addition, 11 other capital ships were damaged in these waters during the same time period.

The 2-page "Uniformes & Tenues de Vol" section

presents 9 color drawings of German uniforms, and the 3-page "Le coin du Maquettiste" discusses modeling the Revell 1/72 scale Ju 52/3m including 7 color photos of the completed model.

Batailles Aeriennes #24 is recommended to anyone interested in WW2. If you're interested in this period, don't let the French text scare you away. You can always read the story of the invasion of Crete in Chris Shores "Air War for Yugoslavia, Greece, and Crete" and follow along with the photos, maps, and illustrations in Batailles Aeriennes #24.

Review copy graciously provided by Michel Ledet of Sarl Lela Presse.

**B 3: Junkers Ju 86 i Sverige** [Junkers Ju 86 in Sweden] by Lennart Andersson. 176 pages, 17 x 24.4 cm, hardbound. 200 b/w and 6 colour photos, 9 colour profiles. Allt om Hobby, Stockholm, Sweden, 2002.

The Ju 86 was a rather obscure type in the annals of Luftwaffe but one which played an important part in the history of the Swedish Air Force. Originally delivered as a heavy bomber in 1937, the B 3 continued to serve in this role until the end of the war. In addition to the 40 aircraft delivered from Germany, an assembly line was also started by SAAB in Sweden, but production ceased after only 16 aircraft had been completed, most of them from Junkers made parts. During and after WWII the B 3 also saw use as a long-range reconnaissance aircraft, torpedo bomber, transport, night-fighter radar trainer and SIGINT platform. Not until 1958 were the last 15 examples struck off charge: an exceptionally long career in those days.

Renowned aviation historian Lennart Andersson has put together a very complete account of the B 3. The chapters cover, among other things, the drawn-out 1930s discussions finally resulting in the purchase, the Ju 86 in Luftwaffe service, production in Sweden, wartime and post-war service in Sweden, conversions to transport aircraft, civilian use, technical description (with several useful drawings and sketches), and painting and marking. There are also tables covering the history of each individual aircraft.

Unfortunately for most SAFO readers the book is in Swedish, but does contain a nine-page English summary. The many illustrations, mostly of good quality, still makes this a book of interest to foreign historians.

Leif Hellström (SAFCH #786), Norrskensbacken 13, S-146 46 Tullinge, Sweden. leif.hellstrom@era.ericsson.se

**Quintet: Five Significant Items**, Ian Baker's Aviation History Colouring Book #50. Ian K. Baker, 31A Mercer Street, Queenscliff, Vic. 3225, Australia.

SAFCH member Ian Baker continues his AICB series with five unrelated tales, (1) "The Invisible Aeroplane Quest" about the use of lights to illuminate the undersides of ASW aircraft so they would blend in with the sky background allowing them to sneak upon unsuspecting U-Boats. Included are 2 drawings of the equipment on an Avenger and a Liberator. (2) "The Significance of 'Cootie 2'" 6 pages on the markings carried by a P-40 that crashed near Darwin in February of 1942. The 2 photos show the national insignia on the fuselage with a unusually small red dot. Ian also includes a drawing of the individual insignia 'Bahoottee the Cootie No II'. (3) "When SKY rose into the sky" a 4-page review of the often misunderstood color SKY used on the undersides of RAF aircraft. Ian attempts to answer the ques-

tion, 'Why should the colour Sky still be a problem 60+ years on?'. "Was there a TRUE Blue in WW.I?" 4 pages on the blues and reds used for RFC and RAF roundels during WWI including 2 photos and FS, Meth, Pantone, and BS equivalents. "When White was Blue" 2 pages (including 2 photos) on why the light blue in RAF SEAC roundels 1943-45 was officially called 'white'.

**Enciclopedia de la Aviacion Militar Espanola**, Quiron Ediciones, C/Cromo P. 18-20, Poligono Industrial San Cristobal, 47012 Valladolid, Spain. 2.97 Euros.

#59 "Arado Ar 95A-0" (3 pages) the concluding part with a page of multi-view scale drawings for both the land and float versions. "Armstrong Whitworth A.W. 38 Whitley" 2 pages including 2 photos and a 3-view scale drawing. "Avia 51" 7 pages including 2 photos, a color side-view drawing, a 3-view scale drawing, and table of flights during February 1939. "Avia BII-33.3" 3 pages including 2 photos, a color side-view drawing, and a scale 3-view drawing. "Avro 504K y 504L" one page including 2 photos. Poster inserts: North American F-86F Sabre and Northrop Delta.

#60 "Avro 504K y 504L" 16 pages including 18 photos, 6 color side-view drawings, a 2-page color 3-view drawing, a 3-view scale drawing, a table listing individual aircraft, and a table listing all countries that used the 504 by service and model. Poster inserts: Nieuport IVG and Potez XV A2.

#61 This is the first issue in Volume IV. "Avro 594 y Avro 616 Avian" 9 pages including 10 photos, 2 color side-view drawings, a scale 4-view drawing, and a table listing individual aircraft. "Avro 626" 3 pages including 3 photos and a scale 3-view drawing. Poster inserts: Percival Gull Six and Romano R.82. [Ed: While I have frequently praised the high quality of the color drawings in the Enciclopedia, I probably have not given enough emphasis to the excellent quality of the scale drawings. They are full page in size and sufficiently detailed to allow the scratch builder to undertake some unusual projects.]

**Arribal!: A History of Latin American Aviation**, by Dan Hagedorn. Howell Press, 1713-2D Allied Lane, Charlottesville, VA, 22903, USA. Custserv@howellpress.com. \$49.95.

[Editor's note: This book was not available for review. Instead the following is the description from the Howell Press web site.]

"The history of aviation in Latin America has been neglected. Latin American aviators have been viewed historically with indifference, when in fact because of the limits of their resources, their achievements are all the more significant in skill, courage, and resourcefulness. While much has been written about Alberto Santos-Dumont, the brilliant innovator in Brazil, this book provides a comprehensive look at the far lesser-known individuals whose achievements have also been great. Chapters cover the pioneering attempts of aviators like Santos-Dumont up to the present day."

New reprints from SAFCH-member Michael Fletcher's Historica series (591 Sadlier Way #1, Reno, NV 89512. Ihistorica@aol.com.

**The German Air Force versus Russia, 1942.** USAF Historical Studies No. 154. 350 pages, 7 appendices, 5 charts. \$50.00.

"This work is primarily divided into three sections. A large section on the operations in the Far North with the emphasis on anti-convooy operations. A smaller section on the Fourth Air Fleet operations in the South, and a final section dealing with the



attempts to supply Stalingrad by airlift. None of the photographs nor the maps found in the original are included in this reprint."

**The German Air Force versus Russia, 1943.** USAF Historical Studies No. 155. 275 pages, one appendix, 6 charts. \$40.00.

"The third, and final title in this series (1944 and 1945 were not completed), this work carries the same theme dealing as much with the Flak units of the Luftwaffe as the air operations, starting with the Don and Dnepr river battles, through the Kursk offensive, operations in the northern areas, with a final critique of Luftwaffe operations during the year. None of the original photographs or maps found in the original are included in this reprint." **Ninth Air Force Participation in the Desert Campaign to 23 January 1943.** Army Air Forces His-

torical Studies: No. 30. 81 pages, 3 Appendices, 1 Chart. \$12.50.

"This work carries the Ninth Air Force from the small "Halverson Detachment" into the Tunisian Campaign. It shows the slow build up of the Ninth, the relationship with the RAF and how the concepts of air-ground cooperation were developed. The charts show the Operations Summary from June 1942 January 1943 and in-depth breakdown of all stations utilized."

**Participation of the Ninth and Twelfth Air Forces in the Sicilian Campaign.** Army Air Forces Historical Studies No. 37. 162 pages, 4 Appendices, 1 Map, 3 Charts, 7 Tables. \$22.50.

"This is an overall study of the Ninth, Twelfth and Northwest African Air Forces operations in Sicily. It covers the planning stages, the airborne assault,

with its associated problems and possible solutions, and the final operations. It is one of the few publications to deal with the Northwest African Air Forces, including operations and orders of battle."

The following Seria "Pod Lupa" books have been received from Ace Publication, Wroclaw, Poland, too late to review in this issue. They will be reviewed in the next issue of SAFO. In the meantime, they are available from the SAFCH Sales Service. #15 PZL P.24, by Przemyslaw Skulski. A-4 size, 26 pages plus card cover. #13 Iljuszyn Il-28 Beagle, by Przemyslaw Skulski. A-4 size, 26 pages plus card cover. #13 Messerschmitt Me 163 Komet, by Przemyslaw Skulski. A-4 size, 26 pages plus card cover.

## -magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

**Mini Replika** ("Wydawnictwo KSprint", Krzysztof Sikora, ul. Moniuszki 7, 63-600 Kepno, Poland.) This magazine surely ranks up there with the best modeling magazines in the world, especially if you're interested in modeling aircraft in Polish markings. Each issue consists of 40 A-4 size pages printed on high-quality glossy paper, there are a great many color photographs of aircraft and of models (both under construction and completed). There are beautifully-executed color side- and multi-view drawings as well as the exquisite scale drawings for which Eastern Europe is famous. There is a nice mix of articles on history and modeling. While most of the articles are on aircraft, armored vehicles are not neglected. (Unfortunately, no ships have shown up in the issues I have had the opportunity to review.) While the emphasis is on machines in Polish markings, aircraft and armor of other countries is not entirely neglected. Each issue contains a half-dozen, or more, pages of announcements of new kits, decals, accessories, magazines, books, etc. A very useful touch is that each item is accompanied by a photo of the box top, sprues, decals for the kits; the instruction sheet for the decals; the fret for etched brass; and the covers for magazines and books. The remarkable vitality of the Polish modeling industry is most interesting. Companies such as Ardpol, Modelbud, HitKit, Jadar-Model, etc. are producing beautiful kits of aircraft that could only be dreamed about a few years ago.

#24 12/2002 (40 pages) Announcements: 5 pages on aircraft accessories and 2 pages on items for 'creep-crawlers'. "Bf 108 Tajfun prosto z pudelka" 2 pages including 4 b&w and 10 color of the 1/48-scale Eduard model. "SVA 5" one page with 4 color photos of the SPIN 1/48-scale model. "RWD-8 dwl PZW 72" one page including 5 color photos of the Siedlec 1/72-scale model super-detailed with PART accessories and scratch-built wing and tail structure. "Prototyp PZL-46 Sum/II Ardpolu w 1/72" 2 pages including 8 color photos of the model and 7 b&w photos of the aircraft. "Dama" inna niz wszystkie" 3 pages including 8 photos of Polish Lancaster and reviews of available 1/72-scale kits. "Salmson 2A2 'Winus'" 2 pages on the Choroszy Modelbud 1/72-scale kit including 8 color photos of the model. "Niemcy Moskita" one page on building the Revell 1/72-scale Ta 154 including 4 color photos of the model. "Curtiss Hawk 75 z szachownica" one page including 4 color photos of a model of a French aircraft with a Polish

'chessboard' on the vertical fin. "SZD-12 Mucha Sto" 4 pages including 11 photos of the aircraft and 2 pages of scale drawings showing details of construction. "Smiglowiec moreski Mi-4ME czesc 2" 3 page of detailed scale drawings. "Kawasaki Ki-3" one page including 8 color photos of the Choroszy Modelbud model. "Pfalz D11a z pudelka" one page including 4 color photos of the Eduard model. "Polskich Caudronow C 714" a 6-page in-depth study of C-714 flown by Polish pilots in France, with tables connecting units, s/n, pilots, etc. including 10 photos, 3 side-view drawings, and a color 4-view drawing of aircraft '13' flown by Aleksy Zukowski of CG 1/145. "Tankietka T-27" one page on building the Part 1/72-scale model including 4 color photos. "Panzerhaubitze 2000" one page on building the Revell 1/72-scale model including 4 color photos. "Hertzer" 2 pages including 7 color photos of the Dragon 1/35-scale model. "Czolg Lekki T-50/50A" one page with 4 b&w photos of the Techno 1/35-scale model. "Krzyzowiec" 2 pages including 4 color and 7 b&w photos of a model of the Italeri 1/35-scale Crusader tank. "Water Buffalo" 2 pages including 5 color and 11 b&w photos of the Italeri 1/35-scale model.

This magazine is highly recommended to all modelers, and is a must for those interested in aircraft carrying the Polish chessboard.

**Mushroom Model Magazine** (Roger Wallsgrove, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. £3.95 each.. (North American subscription agent: Wise Owl Publications, 5150 Candlewood St., Suite #1, Lakewood, CA 90712-1900. \$32.00. E-mail: info@wiseowlmagazines.com.

A recent addition to the SAFCH exchange program is Mushroom Model Publications whose motto is "not taking serious modelling too seriously". Initiating this exchange, their editor, Roger Wallsgrove, sent a couple of the books for review and a quartet of their magazine M<sup>3</sup>. One of these books is reviewed in the issue of SAFO and three of the magazines are abstracted in this same issue. To give a more complete idea of the contents of the magazine than is possible in the abstracts, the most recent issue of M<sup>3</sup> on hand is reviewed here.

Mushroom Model Magazine 7/4 (no date) consists of 28 A-4 size pages. The four cover pages and the four interior pages are all in color and all pages are printed on a high-quality glossy paper that allows excellent reproduction of the color and b&w

photos and the color drawings. The photos are about equally divided between photos of the models and of the actual aircraft.

The first article in this issue is on "America's First Jet - The Bell P-59A" 7 pages on text on the history of the aircraft and building the Karo-As 1/72-scale and Hobbycraft Canada 1/48-scale injection-molded kits. There are 9 b&w photos, one color photo, and a cover color photo of the aircraft, scale drawings of the XP-59A and of the P-59A. Sketches show the main and nose landing gear and the nose gun installation. Five color side-view drawings complete the coverage. "Hawker Fjuri II Yugoslav AF" page with 3 photos. "A Modeller's Evolution: Part 4" 3 pages on building the 'new' Revell Germany 1/72-scale Fw 190A-8 thT include one color and 13 b&w photos of the completed model "Dangerous Darkness: Part 3" a continuation of a series on building models of C-47 gunships. This 3 page article includes 7 color photos of the finished model and 3 color photos of the guns under construction.

Review of kits, decals, and books play an important role in M<sup>3</sup>. These reviews consist of from a part of a page to several pages. Two books are reviewed in this issue: "LeR 1" by Keskinen and Stenman; and "Mosquito Day and Night Fighters in RAF Service 1941-45" by Lucas. The kits reviewed are: Fine Molds 1/72 Ki-61-I otsu. MPM 1/72 Fokker D,XXI Dutch Defender (drawings showing the incorrect shape of the cockpit canopy). MPM 1/48 Fieseler Fi-103 (8 photos of a museum example). Admiral 1/72 Fw 190A-4/F-1 (one photo of the completed model). Hobbycraft 1/144 B-36 (one photo each of the aircraft and the completed model). Czech Master resin Spitfire Prototype & Speed Spitfire (one photo of the aircraft). AML 1/72 Siebel Si 202. Azur 1/72 Polikarpov R-Z. AML 1/72 P-40B & Hawk 75. Octopus 1/72 Skua (one b&w and one color photo of the model and 2 color photos of the cockpit interior of the real aircraft. Special Hobby 1/72 Fiat CR.25 (one b&w and one color photo of the completed model). Special Hobby 1/48 Spad VII French and Italian Aces. (2 b&w and one color photo of the completed model). Mushroom Model Magazine is one of the best model magazines currently being published in English. Pick up a sample from the SAFCH Sales List and see for yourself. Then order a subscription from the Wise Owl.

**Aeronautica Umbra T.18**, 1/72-scale vacuform kit with decals and injection-molded parts. Broplan MS-86. Janusz Brozek, Ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

In the years immediately preceding WWII, the Italian aviation industry produced a number of low-wing monoplanes of all-metal construction and retractable landing gear. The most successful of these were the Fiat G.50, Macchi MC.200, and Re.2000. Of similar design, but less successful, were the Caproni F.5, IMAM Ro.51, and the Aeronautica Umbra T.18. It is this latter, the T-18, that is a surprising choice for Broplan's latest vacuform kit since only a single prototype was built. (By the way, don't look for 17 earlier Umbra designs since the '18' refers to the wing area '18 m<sup>2</sup>'; the 'T' denotes the designer, Felice Trojani.) I've found only two references to this obscure aircraft: (1) "Dimensione Cielo, #1" devotes four pages including scale drawings, two photos of the original version and 2 photos of the modified version. (2) "Flying Review International", August 1966, has a page describing the history and includes one photo of the modified version. As first flown, the T-18 featured two small lateral intakes mounted far aft on the NACA cowlings. After the initial flight tests, these intakes were replaced by a long intake brought forward over a tight-fitting cowling with tear-shaped fairings, and a pointed spinner was fitted.

The Broplan kit represents the T-18 before modification. The kit is molded on two small (6 cm by 22.5 cm) sheets of white styrene. The molding is crisp with engraved panel lines and realistic fabric control surfaces. The lower surface of the wing is in one piece guaranteeing perfect dihedral. Cockpit detail is sparse, consisting only of a floor, seat, control stick, instrument panel and rear deck. Because of the large clear vacuformed canopy, some of the more fastidious modelers will want to add additional detail to the cockpit. A small sprue of flash-free injection-molded plastic provides all the smaller parts including a two-part engine, propeller, cowling front, landing gear struts, wheels and wheel covers, seat, etc.

The instruction sheet provides a diagram of the

layout of the parts, an exploded construction view, a cutaway showing the location of the interior parts, and an excellent 1/72-scale 3-view drawing. The aircraft was in an overall aluminum (natural metal?) scheme.

The small (3.5 cm by 7 cm) decal sheet provides rudder striping, the fasces insignia, the 'A.U.T.18' inscription, and the tiny 'MM363' serials. Also included on the decal sheet, but not shown on the 3-view drawing, are four large black-boarded white discs with 'AU' inscribed within. The two photos in the Italian reference do not reveal if these were carried on the early version. The later version was camouflaged and the 'AU' was carried at least on the undersurface of the port wing. [Ed. Perhaps one of our Italian readers can tell us if the 'AU' was carried on the plane before modification.]

The Broplan kit of the Umbra should make into an attractive model of a little-known aircraft. Construction is simple enough that it can be recommended to the modeler with little experience in building vacuform kits. The more experienced modeler may wish to modify the cowling to produce the later version which, with its camouflage and more belligerent look, would be more at home next to a G.50 and MC.200.

Review kit graciously provided by Janusz Brozek of Broplan.

**Grumman Gulfstream III**, 1/72-scale vacuform kit with decals and injection-molded parts. Broplan MS-86. Janusz Brozek, Ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

While the Umbra T-18 (described above) is about the simplest vacuform kit imaginable, building Broplan's other release, the Grumman Gulfstream III, will challenge even the most experienced modeler. The kit, which comes in a sturdy box, consists of five sheets (11.5 cm by 22 cm) of white styrene with all the major components sharply molded with engraved panel lines. Because of the limited size of the molding machine, the fuselage comes in four parts: port and starboard front and rear parts which join just forward of the trailing edge of the wing. The wing comes in five parts: a lower center section and upper and lower outer

wing panels. Some type of spar will be needed to ensure strength and the proper dihedral. The prominent wingtip fins are injection-molded. The rear-mounted jet engines are little kits in themselves with some 8 parts each, and some type of spar will be needed for strength and proper alignment. The cabin interior consists of a floor and front and rear bulkheads, but no seats or other equipment. The cockpit interior consists of a floor, two seats and control columns, side panels, and instrument panel. Since little of the interior will be visible through the cabin windows or through the small windscreen, this interior is more than sufficient for all but the most masochistic of modelers. Two small sprues of flash-free injection-molded plastic provide the small parts such as landing gear struts, wheels and the aforementioned wingtip fins. The cabin windows, windscreen, and landing-light covers are provided on vacuformed clear plastic.

The instruction sheet provides the usual diagrams of the parts layout (an absolute necessity because of the large number of parts) and an exploded construction diagram. This latter falls short of the usual clear Broplan style, and careful study is recommended especially around the installation of the main landing gear. Scale drawings are provided for two aircraft: (1) Royal Danish Air Force 'F-249' in an overall Dark Grey (FS26132) over Light Grey (FS26495), and (2) Irish Air Corp '249' in white over blue with a gold cheat line.

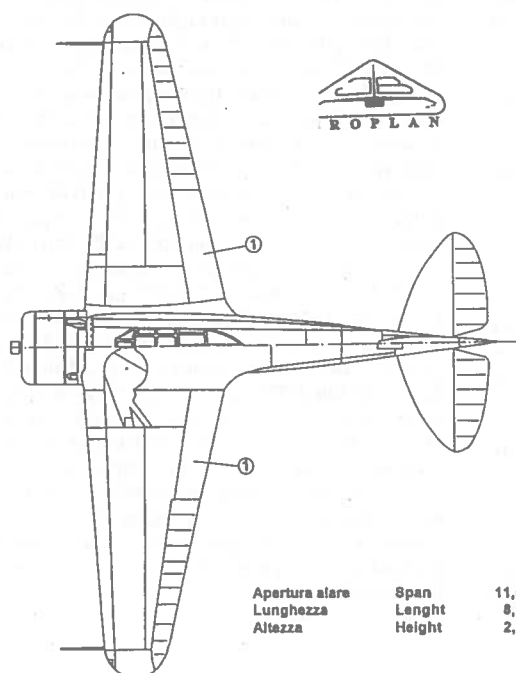
The small (5.5 cm by 7 cm) decal sheets provided the markings for the Danish aircraft only. I suspect markings for the Irish aircraft will be available from Max Decals of Ireland.

Broplan's kit of the Grumman Gulfstream III will be a challenge to construct, but with patience and modicum of talent, a beautiful model should be the result. Not recommended for the faint of heart.

Review kit graciously provided by Janusz Brozek of Broplan.

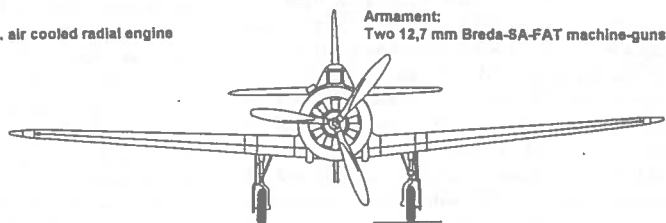
[Ed: Janusz writes that his next kit will be the Shcherbakov Shche-2 light transport of WW2 and it will include Polish markings.]

## AERONAUTICA UMBRA T.18 before modification – prima delle modifiche



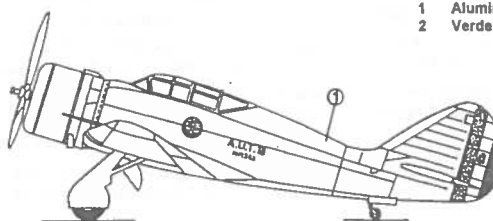
**Power Plant:**  
One FIAT A.80 RC41 - 18 cyl. air cooled radial engine

**Armament:**  
Two 12,7 mm Breda-SA-FAT machine-guns.



○  
1 Aluminium  
2 Verde Anticorrosivo Green FS 34272

Apertura alare Span 11,60 m  
Lunghezza Length 8,56 m  
Altezza Height 2,88 m



**MiGs in Yugoslav Sky:** MiG-21/23/29. 1/72-scale decals, Lift Here Decals, E-72LH.

This set consists of two small decal sheets (each 11 cm by 6 cm) and a large (16 cm by 11 cm) 32-page instruction booklet. First, the decal sheets: These contain Communist-era national red-star insignia (four different-size sets of 4 insignia each), post Communist roundels (horizontally divided blue-white red), a number of tail stripes of differing width, a unit insignia, white aircraft numbers (three set of 4 numbers each), black aircraft numbers (nine sets of 4 numbers each), 19 pairs of serial numbers, and a variety of smaller markings. The decals, printed by Propagteam, are of the expected high quality.

The instruction booklet, in English, provides the history, a description of the markings and coloring, and drawings for the following aircraft: (1) aluminum doped MiG-21F-13 '501' (red star); (2) aluminum-doped MiG-21R '111' (red star); (3) camouflaged MiG-21PFM '719' (red star); (4) aluminum-doped MiG-21M '819' (red star); (5) Aluminum-doped MiG-21MF (red star); (6) light air-superiority gray MiG-21bis '222' (red star); (7) light air-superiority gray MiG-21bis (roundel); (8) aluminum-doped MiG-21U '901' (red star); (9) aluminum-doped MiG-21U '908' (red star); (10) aluminum-doped MiG-21US '956' (red star); (11) light air-superiority gray MiG-21UM '177' (red star); (12) light air-superiority gray MiG-21UM (roundel); (13) camouflaged MiG-21SMT ex-Iraqi (red star); (14) camouflages MiG-21SMT ex-Iraqi (roundel); (15) camouflaged MiG-23ML ex-Iraqi (red star); (16) camouflaged MiG-23ML ex-Iraqi (roundel); (17) camouflaged MiG-29 '114' (red star); (18) camouflaged MiG-29 (roundel); (19) camouflaged MiG-29UB '302' (red star); and (20) camouflaged MiG-29UB (roundel).

The history of each aircraft type in Yugoslav service

is quite interesting, especially that of the ex-Iraqi aircraft which were in Yugoslavia for overhaul when the First Gulf War made it impossible for them to be returned to Iraq. The color and marking information is quite complete and FS595 equivalents are given for each color. The drawings are excellent. All drawings of the single-color aircraft provide side and representative top and bottom views. The drawings of the camouflaged aircraft provide port and starboard views as well as top views.

The Lift Here decal set for "MiGs in Yugoslav Sky" is an outstanding product with sufficient decals to produce several interesting models and the most complete and informative instruction booklet I've ever seen in a decal set. This set is highly recommended to anyone with a couple of MiGs kits sitting on the shelf waiting for interesting small-air-force color schemes.

These decals are available in the US from: Linden Hill Ltd, PO Box 543, Crugers, NY 10521. Price: \$10.99. These decals are also available in 1/48 scale as C-48LH at the same price.

Review copy graciously provided by Guy Holroyd of Linden Hill Decals.

**Flankers on Parade:** Su-27/30/33, 1/72-scale decals. Linden Hill Decals, 72005. These decal set provides the information and decals to produce models of 19 Flankers including 11 Russian, two Indian, two Ukrainian, three Chinese, and one Vietnamese. There are two decal sheets; one 20 cm by 14 cm and then other 6 cm by 14 cm. These decals are printed by Tally Ho! in the Czech Republic and are of the highest quality; perfect register, sharp printing, and vibrant colors. A 12-page instruction book (14 cm by 21.5) provides color port and starboard view drawings of all the aircraft as well as a 4-view drawing showing the placement of the stenciling and other small markings common to all versions. Two separate 8.5 in. by 11 in. double-sided sheets give the top and bottom views of a Russian Navy Su-33, "Flanker Camouflage Schemes and General Color Notes", and copies of the decals sheets with the individual decals identified by number.

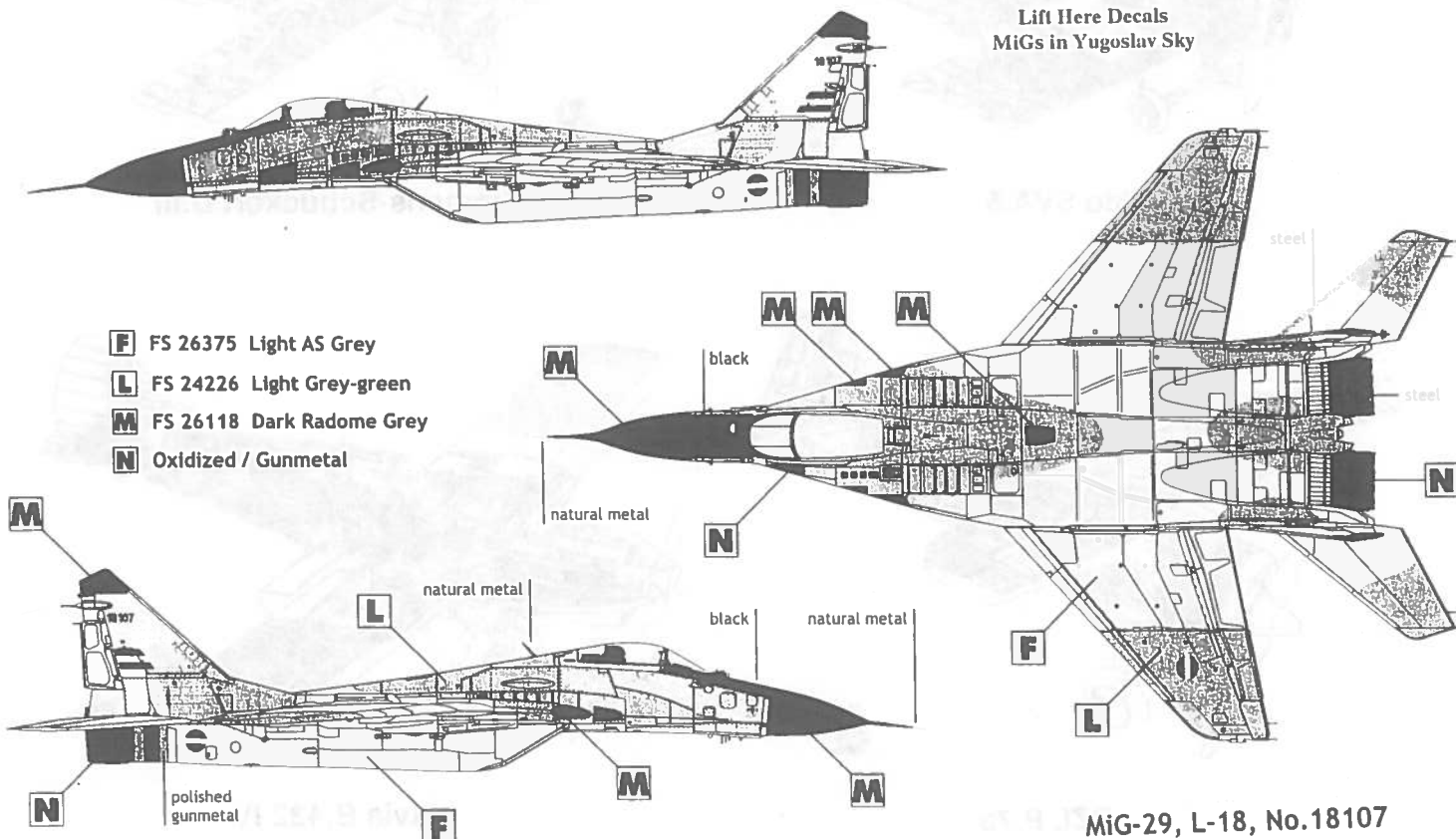
The Russian Flankers include some with colorful unit badges, but this review will content itself to describe the non-Russian aircraft. India: (1) Su-30MK-1 'SB002', No. 24 'Hunting Hawks' Sqn., Indian Air Force, Lohegaon AFS, Pune, India, 1997. (2) Su-30K 1SB011; No. 24 'Hunting Hawks' Sqn., Indian Air Force, Lohegaon AFS, Pune, India, 2001. Ukraine: Su-27 'Red 57', 831<sup>st</sup> 'Galitsky' 130 IAD Ukrainian Air Force, Mirorod AB, Kiev Central Command, Ukraine, 1996. (2) Su-27UB 'Red 72', 831<sup>st</sup> 'Galitsky' 130 IAD Ukrainian Air Force, Mirorod AB, Kiev Central Command, Ukraine, 1996. China: Su-27UKB 'Blue 30', 2<sup>nd</sup> Division, 6<sup>th</sup> Regiment PLAAF, Suixi AB, Guangzhou MD, PR China. (2) Su-27SK 'Blue 48', 2<sup>nd</sup> Division, 6<sup>th</sup> Regiment PLAAF, Suixi AB, Guangzhou MD, PR China. (3) Su-30MKK 'Blue 06', 3<sup>rd</sup> Division, 9<sup>th</sup> Regiment PLAAF, Wuhu AB, Nanjing MD, PR China. Vietnam: Su-27SK 'Red 6001', Unknown Regiment, VPAF, Thanh Son AB, Phan Rang Region, SR Vietnam, 2000.

Flankers on Parade is another great decals set from Linden Hill and it is highly recommended to anyone itching to add a few Flankers to their collection of modern military jets. These decals are available in the US from: Linden Hill Ltd, PO Box 543, Crugers, NY 10521. Price: \$16.99. These decals are also available in 1/48 scale as 48005 for \$19.49.

Review copy graciously provided by Guy Holroyd of Linden Hill Decals.

Review copy graciously provided by Guy Holroyd of Linden Hill Decals.

Review copy graciously provided by Guy Holroyd of Linden Hill Decals.



[Editor's note: The following e-mail message was received from SAFCH member Hubert Cance. Long-time SAFO readers will recognize the name as associated with a great number of excellent drawings that Hubert has had published in SAFO over the years. Lately he has been working on a series of color cutaway drawings for a publisher in France. Now he is making these drawings, both as signed prints and the originals, available. I've seen these and, believe me, they are outstanding.]

"As the series of 80 color cutaways is nearly completed, I have a catalogue of available signed prints. I would also like to sell the originals to clear my shelves and, I confess, to make some welcome cash. The originals are A3 size, acrylic paint and Chinese ink on Bristol card.

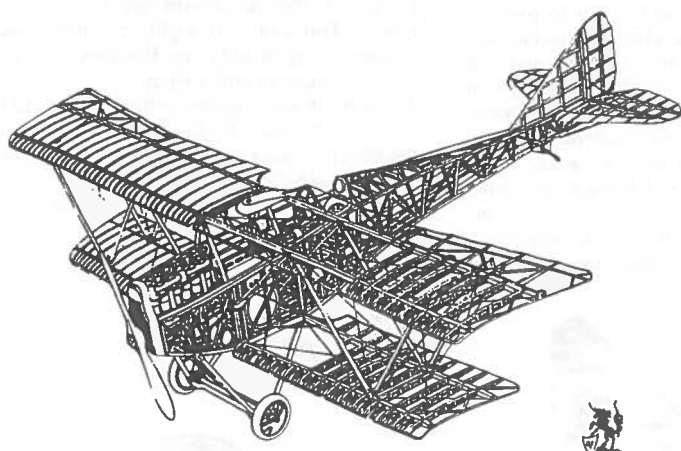
"The complete list of available cutaway drawings follows: Trařan Vuia, Spad VII, Bręguet XIV, Boeing P26 "Peashooter", Sikorski "Ilya Murometz", Farman "Goliath", Albatros D.III, Couzinet "Arc-en-Ciel", Sopwith F1 "Camel", De Havilland D.H.188 "Comet", Latęcoęre Latę 521, Dewoitine D.338, Caproni Ca.3, Savoia Marchetti SM.55X, Curtiss H.16, Hawker "Hart", Junkers D.I,

Vickers "Vimy", Bristol "Bulldog", Boeing 247, Junkers F.13, Armstrong Whitworth "Argosy", Heinkel He.70G, Tupolev ANT-20 "Maxim Gorki", Bręguet Michelin Br.M.5, Latęcoęre Latę 300 "Croix du Sud", Handley Page O/400, Ford "Trimotor", Junkers G.38, Curtiss F.32 "Condor", Junkers Ju.86 airliner, Army Curtiss R.3C2 Racer, Liorę et Olivier LęO 213 "Golden Ray", Boeing F.4B, Blohm und Voss Ha.139, Siemens Schuckert D.III, Hansa Brandenburg W.12, Kawanishi H.6K "Mavis", Wibault 283T, Northrop "Alpha", Dewoitine D.501, Dunne D.8, Lockheed "Orion" airliner, Polikarpov I-16, Nakajima Ki.27 "Nate", Fiat CR.32, PZL P.7a, Ansaldo SVA.5, Boeing 221 "Monomail", Polikarpov I-153, Fokker D.R.I Dreidecker, Lockheed "Vega", Vought O.2U1 "Corsair", Hamilton H.47 "Metalplane", RAF Se.5a, Farman F.190, Consolidated P.2Y1 "Commodore", Hanriot H.D.1, Polikarpov I-5, Wedell Williams R.44 Racer, Etrich Taube, Granville Bros. Gee Bee R.1 racer, Avro 504A, RAF Re.8, Fokker "Spin", Sopwith "Tabloid", Stinson SM.6000 A Trimotor, Curtiss A.1 "Triad", CAMS 53.1, Savoia Marchetti SM.73, Potez 62, Ellhammer, SPAD 510, Gloster

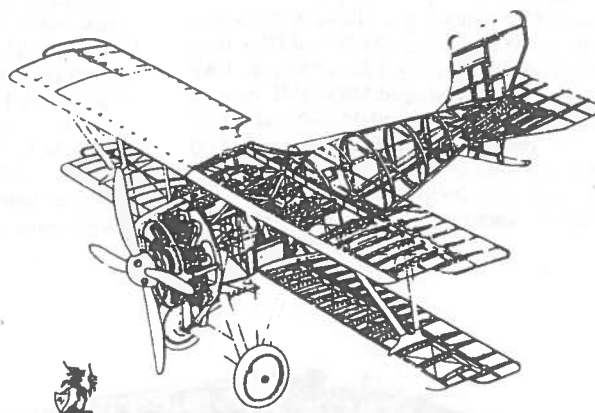
IV Racer, Caudron "Goęland", Avia B.534, SPAD 46 "Berline", RAF Be.2c, and Tellier Monoplane. The Gee Bee and the Wedell Williams are as double plates, the second being a mirror image of the cutaway, but as "full skin" plane, with complete markings.

Hubert Cance (SAFCH #809), 58 Bd. E. Lintilhac, 15000 Aurillac, France. E-mail: hubert.cance@wanadoo.fr

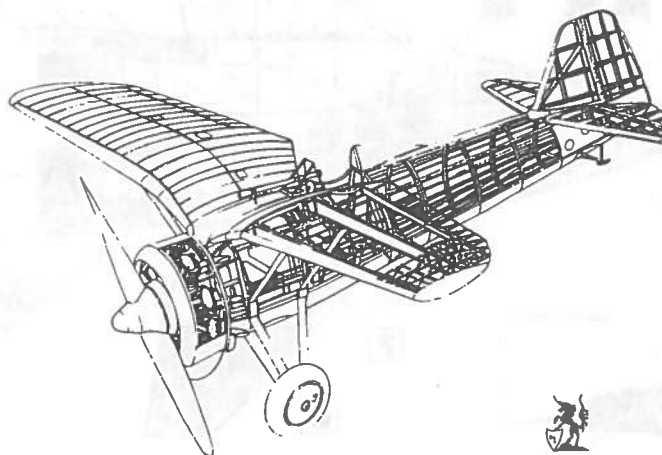
[Ed: Shown below are small copies of the cutaway drawings extracted from Hubert's catalogue. The actual prints are larger (A-4 size) and in full color. These small views hardly do justice to the colorful, full-sized prints. However, they do give some indication of the detail included in the drawings and of the high quality of the art work. Laser-printed copies (in color, but unsigned) of a few prints are available from the SAFCH Sales Service. Available are one copy each of the following: Avia B.534 IV; Siemens-Schuckert D.III; Savoia-Marchetti SM.73, and R.A.F. Re.8. These cost \$8.00 including postage.]



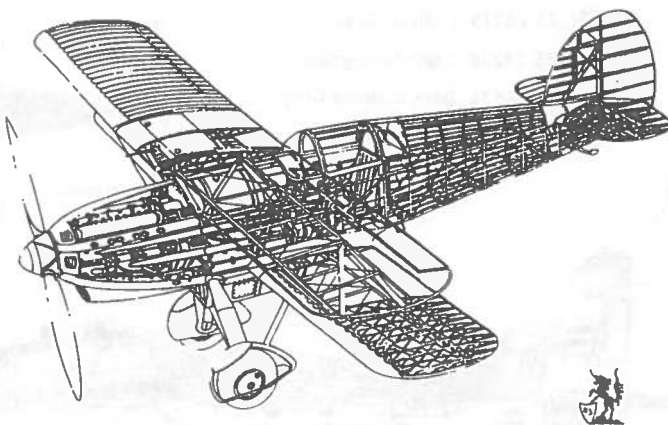
Ansaldo SVA.5



Siemens-Schuckert D.III



PZL P.7a



Avia B.432 IV

"You have probably received a lot of comments to the photos in the December issue. In any case, the following can be added. (1) The Auster SU-AIL is a J/5F Aiglet Trainer c/n 3142 which was registered in June 1955 to Misr Aeronautical Institute and later transferred to Misr Flying Institute. (2) The Grumman is not an Albatross but the smaller type called Mallard. The former King Farouk had two as his VIP aircraft. Both were still in use as late as 1966. Serial numbers were F7 and F8 with c/n J47 and J48 respectively. (3) The Gloster Meteor is a F Mk 4 with serial no 1410 and was one of a batch of 12. The photo has already been published elsewhere and is most certainly one that has been printed in many examples and taken by more than one serviceman. When published it was credited to H. Holmes and also shows how hard it is with copyrights to old photos. Without a negative to prove your point you will certainly have a tough case. It is also easy to reproduce a photo by taking a photo of the already existing photograph and then, voila, you also have a negative in your hand. (4) While not arguing that the civil registered Bü 181 is a Zlin-built version, there has to be my knowledge never been any civil Zlin-built version registered in Egypt! They are almost to 100% the Egyptian built version called Gomhouria. (5) Beech AT-3? No way! The AT-3 was an old trainer version of the Boeing PW-9A re-engined. It looks like a Beech AT-11 to me. No markings are visible and since I cannot locate any civil-registered AT-11 in Egypt nor any delivered to their Air Force, could this be a visiting USAF aeroplane (or USN SNB version)? (5) The Il-18 is of course not that, but the older short range twin-engined predecessor, the Il-14."

Stig Jarlevik (SAFCH #316), Grona Gatan 32, S-414 54 Goeteborg, Sweden.

"Regarding the photos of the Egyptian Air Force in SAFO #104: The upper left photos on the rear cover is, of course, an Ilyushin Il-14 - not 18. [Ed: An editorial slip.] It is possible that the 'Bu 181s' illustrated are Egyptian-built Jumhuriyah, but one would need individual identities to be sure."

Denys Voaden (SAFCH #), 8616 Edmonston Ave., College Park, NY 20740, USA.

"What happened to the photos on the cover of SAFO #104? Did you try a new printing process? They look like enlargements of newspaper prints. Details can't be made out. Hope this doesn't continue."

Ron Bulinski (SAFCH #36), 595 Wayne Ave., El Cajon, CA 92021, USA.

[Ed: I'll take all the blame. These were the first photos I tried to do myself, and it seems I have a lot to learn about getting photos ready for printing. The photos in #105 turned out much better.]

"On 20 June 2003, there arrived in the harbor of

Montevideo the ship Atlantic Crusader with 3 Westwicks donated by the UK to the Uruguayan Air Force. These aircraft were quickly put into flight condition and 3 hours later took off for the 1st Air Brigade (at Carrasco) escorted by a UH-1H. These choppers will be incorporated (as all of the type in the FAU) into Air Squadron 5 (Helicopters) based on this brigada, near Montevideo (capital city of Uruguay)."

Eduardo Luzardo (SAFCH #1383), Picardia M.267 S.37, 91001 Barros Blancos, Uruguay.

"I would like to inform all readers of the Small Air Force Observer that my mail order company, Model Centrum, has a Website for aviation, military and maritime modelers and enthusiasts. The model bookshop is on line at [www.model-books.pl](http://www.model-books.pl) and waits for orders! We accept VISA, MasterCard and CitiConnect Cards. We stock 200 Polish military, aviation and maritime books, including many dealing with the small air forces. These books are carefully chosen for the international market as most are bi-lingual, Polish/English, and all are very well illustrated with photos, color plates and scale drawings. We stock the following series: Armor Photo Gallery, Tank Power, Photo Sniper, Aircraft Monographs, Tank Series, Militaria in Detail, Aircraft Miniatures, Model Detail Photo Monographs, Warships Encyclopedia, and many other. New books are added each week.

"Why it pays to order Polish book from [www.modelbooks.pl](http://www.modelbooks.pl): (1) Book are less expensive because we are in Poland and we can get them directly from the publisher at source price (2) New publications are available far faster than from book stores elsewhere because we are in Poland and we add new books each week. (3) Postage is quite low because we send orders from Poland. (4) We offer 100% secure on-line payment system operated by Citibank, (5) We are experienced in model books trading because we were established in 1992."

Wojciech Gawrych (SAFCH #800), Model Centrum, Nowowiejska 4m10, 00-649 Warszawa, Poland.

"Do you have any information on NEIAF C-47's colors? Were they painted in the same colors as the B-339's and Hawk 75's?"

Dennis Kuykendall (SAFCH #1046), PO Box 416, Kuna, ID 83634-0416, USA.

[Ed: The best reference I have is Hooftman's book "Van Glenn Martin en Mustang". The table of individual C-47's indicates that these a/c were delivered to Australia after the fall of the NEI. They served with Dutch units in Australia and only went to the NEI after the end of the war. The book has 15 photos of C-47's. Those operating in Australia appear to have the usual USAAF camouflage of Olive Drab over Neutral Grey. However, one of the photos shows a darker color

above the Olive Drab. This could be the Dark Green "splotches" discussed in a recent issue of Ian Baker's AHCB (or it could have been just a rainy day). These a/c carried Australian registrations, e.g. VH-REC, in white on the vertical fin. The national insignia on the fuselage is the red/white/blue Dutch flag: None of these photos shows the upper or lower surfaces of the wings. As for the C-47's operated in the NEI after the war, the photos all show a/c in natural-metal finish with Dutch roundels. Serials on the fuselage were 'T' before the roundel followed by the a/c number, e.g. 'T-443'. There is a small Dutch flag on the vertical tail. The area where the Australia registration was carried is painted a dark color (black?). Does this mean that the bare-metal a/c carried Australian registrations before departure for the NEI? I hope one of our Dutch or Australian members can elaborate on these brief comments.]

"While looking for some decals for a future project, I came across a set for 1/48-scale MiG-15s showing, among others, the old national markings for Algeria. I discovered that laying the decals on the left upper wing, the green is on the left side. If you put the decals on the right lower wing, the green is on the right side. The only problem is when you put the decal on the right side of the fuselage, the white is the leading color with green the trailing color!"

Dennis Kuykendall, SAFO #1046, PO Box 416, Kuna, Idaho 83634, USA.

[Ed: This letter is in response to an enquiry about the orientation of the Algerian national insignia. More information is still needed.]

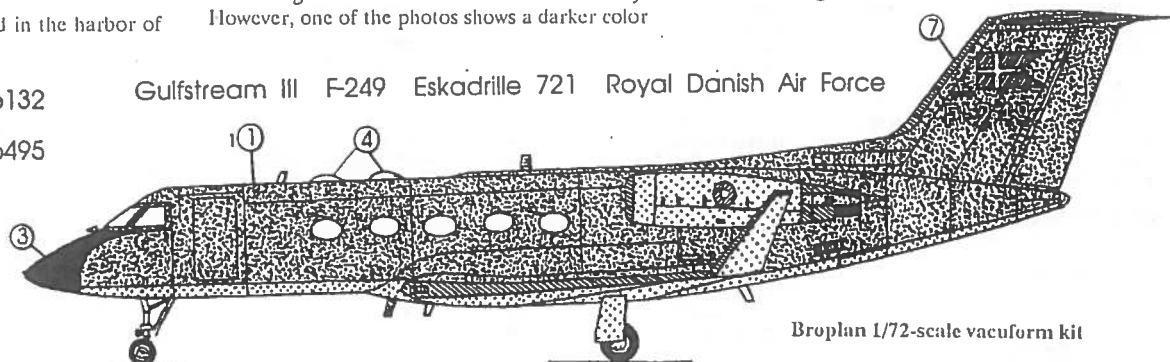
"Just today I found time to read the July 2002 issue of SAFO as I am so behind in my reading. This is mainly because of the incredible "time eater" that is the production of 80 weekly color cutaways of vintage aircraft. I just finish this on Friday evening and I have prepared a catalogue of these drawings for anyone who might want to buy laser-printed copies (\$8.00 including postage) or the original (but at \$1500 each, many people will certainly prefer the prints). [Ed: See the review of Hubert's drawings in the 'Miscellaneous' section of this issue of SAFO.]

"I was very interested in the comments by Dan Hagedorn about my Fw.58 drawings. I apologize because these drawings were produced in the 80's, the happy period when I had plenty of time to make b&w plates. I am not even sure, but the information for the Brazilian aircraft may have come from an old SAFO article. I, sure all artists would appreciate it if such comments would be accompanied by a photo or a sketch to allow a rework of the plate when time allows."

Hubert. Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France. E-mail: [hubert.cance@wanadoo.fr](mailto:hubert.cance@wanadoo.fr).

- 1 Dark Grey FS 26132
- 2 Light Grey FS 36495
- 3 Black
- 4 White
- 5 Blue
- 6 Gold
- 7 Polish Metal

Gulfstream III F-249 Eskadrille 721 Royal Danish Air Force

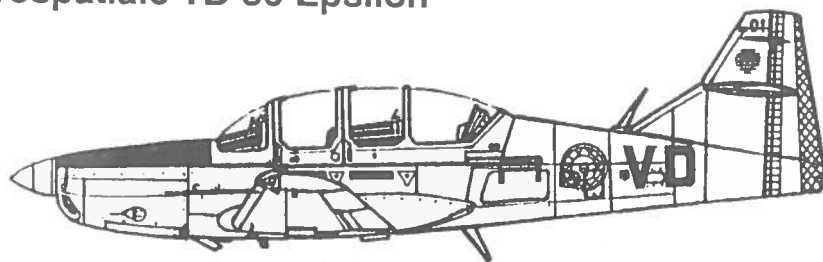


Broplan 1/72-scale vacuform kit

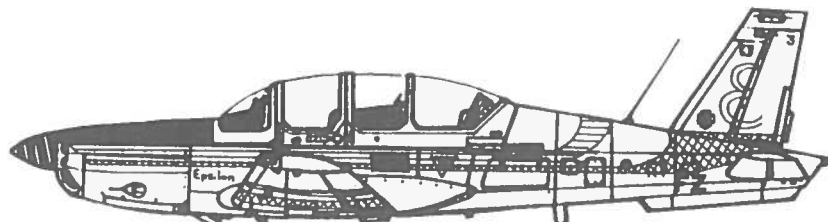


# Aerospatiale TB-30 Epsilon

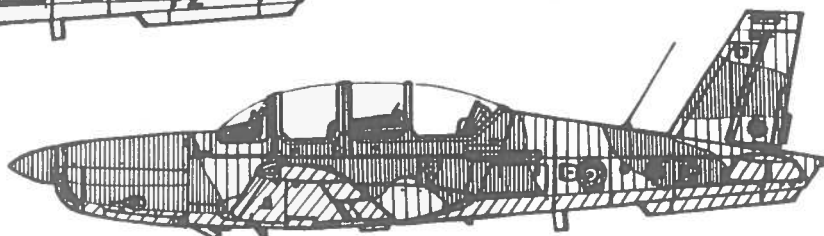
The prototype. First flight on 22 December 1979



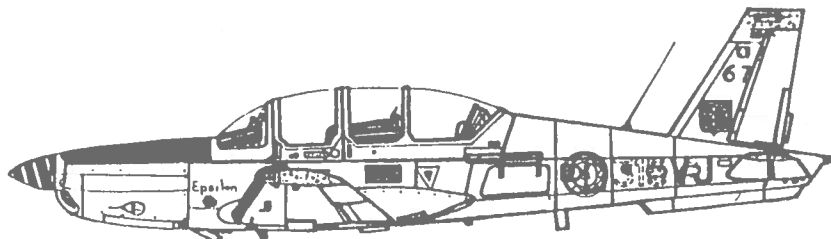
Demonstrator. The production aircraft, 1987



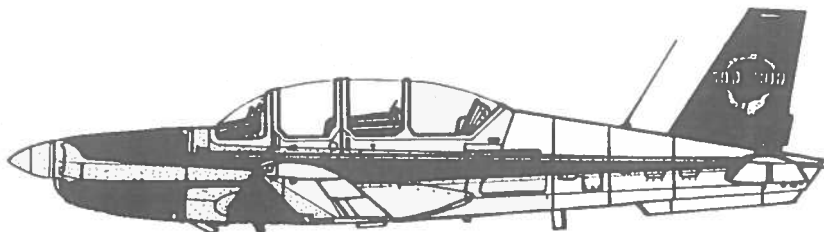
Camouflage scheme applied for an export tour of Africa. Seen at Le Bourget, 1987



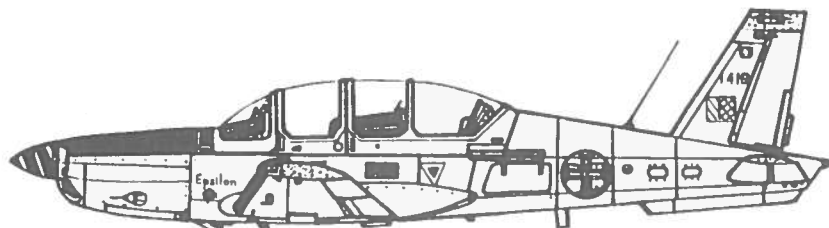
GR 315, BA 709, Cognac, France, 1989



A special color scheme worn by three Epsilons for the 100,000 hours of flight of the type. Two were the aerobatic flight of GE 315 BA 709, Cognac, France, 1989



Forca Aerea Portuguesa, Esquadra de Instrucao 101, BA 2 Ota, Portugal, 1989



Hubert Cance (SAFCH #809)



red



green



orange day-glo



dark earth



blue



yellow gold



sand



light grey





